MICROFILM

START OF ROLL

ROLL NO.

132

Construction Contracts

Begins # 6955

6955 continues from reel 131

F-28(6) Cairo Junc. Sec., Olds Ferry- 1966
Ontario & Central Ore. Hwys.
#6955 (Grad. & Pav.)

RECEIVED
NOV 30 1966

F-28(6)

6955

November 30, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of November 23, 1966, is requested in the award of contract for the Cairo Junction Section, Project No. F-28(6).

The contractor receiving the award is C. E. Lesoberg, of Nyssa, in the amount of $45,855.50, with the contract No. 6955 assigned. This bid was received on November 18, 1966, and awarded November 23, 1966.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding nondiscrimination in employment as required by Bureau of Public Roads PR 20-4-64.

All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State's contractor's operations.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAHger

RECEIVED
JAN 13 1967
FOR FILE

F-28(6)

6956

9

November 28, 1966

Mr. C. E. Leseberg
201 Reece Avenue
Nyssa, Oregon 97913

Dear Mr. Leseberg:

The State Highway Commission on November 22 accepted your proposal for grading and paving on the Cairo Junction Section of the Central Oregon and Olds Ferry-Ontario Highways in Malheur County for the sum of $45,855.50 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of the Bureau of Public Roads was received.

Approval was received and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6956. Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin December 9, 1966.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.
A. F. Parson
P. F. Burnett
Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)

RECEIVED
NOV 22 1966
FOR FILING

F-28(6)

6955

November 21, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N.E.
Salem, Oregon

Dear Sir:

Reference is made to bids received on November 18, 1966, for the construction of the Cairo Junction Section, Project No. F-28(6).

Tentative concurrence is requested in the award to the low bidder, C.E. Leseberg, in the amount of $45,855.50, which is 29.6% above our engineer's estimate of $35,372.50. Three other bids were received in the amounts of $54,947.00, $63,653.00 and $76,308.00.

We believe it is in the public interest to award this project to the low bidder at this time for the following reasons:

DAR:ls This is a safety project, which deserves some amount of expedience to complete.

cc: M. N. Juve
R. N. Chase

2. This is the second time we advertised for bids to be received, and none were submitted the first time. We interested four bidders this time, and we do not anticipate that we could do better another time.

3. There are two items which caused 82% of the overrun: Plant-mixed Bituminous Base and Class "B" Asphalt Concrete. Our estimate of $9.50 and $10.00 was based on state-wide averages plus a locality adjustment. Our estimate did not take into account the small amount of asphalt to be placed and the fact that in September of

this year we received bids for a project of about the same size and three miles closer to an asphalt concrete plant with a bid price of $13.00 per ton. This was a state project, "Ontario State Recreation Area" and the same plant would be used for both projects unless this contractor planned to set up his own plant.

If any further information is needed, please advise.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RECEIVED
NOV 3 - 1966
FOR ITEM F-28(6)

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO 6955 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: October 27, 1966

In reply refer to: 08-35.2-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Safety Project F-28(6)
Cairo Junction Section
Grading and paving

You were authorized to advertise the subject project for bids by our April 6, 1966 memorandum but no bids were obtained. Revised P. S. & E. documents have been reviewed and are hereby approved. You are authorized to re-advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our re-authorization is with the understanding that now all necessary right of way will be available for occupancy and contractor's use prior to your requesting our concurrence in award.

It is our understanding that all utility adjustments are completed or underway on a non-participating basis as indicated in Mr. Preston's October 19, 1966 statement so that you may be able to certify completion rather than merely proper coordination in your request for concurrence in award.

We cannot participate in nor allow use of W-2 Way guide posts on this project since they are not warranted under the provision of Section 2D-4, paragraphs 4 and 5 of the Manual of Uniform Traffic Control Devices.

You are re-authorized to proceed with contractor's flagging included in your estimate for $500.00.

The pavement type selection of the project is accepted on the basis of documentation in your March 14, 1966 "Project Base Design" sheet.

Mr. Young's October 19, 1966 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items previously accepted.

REFERRED TO
Young Wlsnc.
BY ASST. STATE HWY. ENGR.
11-3-66

RECEIVED
NOV 2 1966

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 1 - 1966
FOR FILING

FORM E-30X—50M—2-66 SP*23500-734

K 1.60 C

F-28(6)
Project
6955

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 28, 1966

To: Mr. L. H. Young
Office Engineer

SUBJECT: Right of Way Status
FA Project
September 1 Bid Opening

OFFICE ENGINEERING

On the following FA project all right of way has been acquired. There was no relocation advisory assistance necessary.

Cairo Junction Section, Central Oregon and
Olds Ferry-Ontario Highways, Malheur
County: Grade and Pave

G. E. ROHDE
Chief Counsel

D. H. Moehring
Right of Way Engineer

DHM:JP

cc: F. B. Klaboe
G. E. Rohde
C. H. Maison
D. Ridings
M. R. Mitchell

RECEIVED
APR 11 1966

FOR FILING - F-28(6)

Form CD-121 (12-63) (Prev. by A.O. 200-10)

UNITED STATES GOVERNMENT

Memorandum

TO : 6955 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: April 6, 1966

In reply refer to: 08-35.2-DA

By: G. R. Brooks
District Engineer

REFERRED TO
By Asst. State Hwy. Engr. w/encl. 4-11-66

SUBJECT: Oregon Project F-28(6)
Cairo Junction Section
Grading and Paving

P. S. & E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right of way has been acquired or rights of entry obtained with relocation advisory assistance unnecessary, as indicated in Mr. Oakes' March 24, 1966 report, except for the following:

File No. 39385 - Fraser
" " 39386 - Winegar

We understand that the above files are being negotiated, but if not successful, condemnation suits will be filed with the expectation that these parcels will be made available for occupancy and contractor's use prior to your requesting our concurrence in award.

Mr. Litchfield's March 30, 1966 Utility Status Report indicates that the utility adjustments involved will be on a non-participating basis and that no delays are expected.

The following Supplemental Standard Specifications are conditionally approved for use on this project:

Contract Time and Liquidated Damages	January 1966
Division I - General Requirements	April 1966
Division II - Part 2 - Bases	January 1966
Section 208 - Plant-mix bituminous base	January 1966
Division II - Part 3 - Surfacing & Pavements	January 1966
Division II - Part 4 - Structures	April 1966
Division II - Part 7 - Incidentals	January 1966

Inasmuch as our Washington office's review is not complete these specifications are hereby conditionally approved with the understanding that you will make any corrections found necessary following completion of our review.

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

You are authorized to proceed with contractor's flagging included in your estimate for $500.00.

The pavement type selection of the project is accepted on the basis of documentation in your March 14, 1966 "Project Base Design" sheet.

Mr. Young's April 4, 1966 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum and supplements thereto, as being in the public interest.

Attachment

RECEIVED
APR 8 1966
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN
CENTRAL OREGON (FA 5)

Section CAIRO JUNCTION Highway OLDS FERRY - ONTARIO (STATE) (455) County MALHEUR Prefix 23-1405

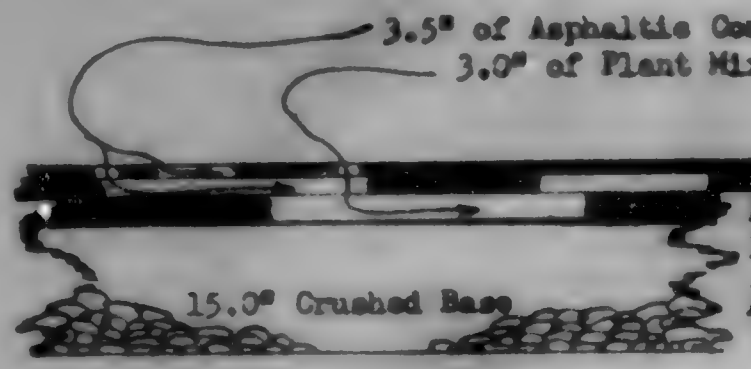
Res. Engr. P. F. Burnett Approx. Length 0.52 Miles. Sta. _____ to Sta. _____ Date 3-14-66

Truck A.D.T. 245 Traffic Coefficient 9.0 18 kip s.a. per day 171.9.

Annual Precipitation 11.5" (at Nyssa) Frost Penetration 24".

(1)
Typical Soil
28 LL
5 PI
97 %P 10
79 %P200
3 %Gravel
1 %C Sand
17 %F Sand
56 %Silt
23 %Clay
14 "R" Value [redacted]

NEW WORK — EXISTING ROADWAY 22'±



Extra allowance of PMBB for patching, leveling, etc.

IN PLACE (From As Constructed Plans-1955

3.5"± A.C.
2.0" Level
12.5" Select Subgrade Material (Gravel)

OR

3.5"± A.C.
over Existing Oil and Base
8.0"± Average Thickness

CBE Total Req.	Credit	Actual Thick.	
	NEW WORK		
	7.0	3.5	C.
	5.5	3.0	M.
	15.0	15.0	Cr.
27.5	27.5	21.5	
	OVER EXISTING ROADWAY		
	7.0	3.5	A.C.
	IN PLACE		
	6.0	3.5*	A.C.
	11.5	14.5	Base Material
27.5	24.5	21.5	

*Clayey Silt

AASHO CLASSIFICATION:
A-4 (8)

MATERIAL SOURCES:
To be determined by the Engineer.

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
[redacted]
Rural Engineer

Submitted by E. J. Long
Staff Assistant

Recommended by O. O. Wilson
Engineer of Materials

Recommended by [illegible]
Construction Engineer

Approved by [illegible]
Asst. State Highway Engineer

NOTED
E. L. BABE

RECEIVED
MAR 28 1966
FOR FILING

#6955

3-28-66

CAIRO JUNCTION
CENTRAL OREGON (FA 5)
OLDS FERRY - ONTARIO (STATE 455)
MALHEUR COUNTY

Values assigned various components of the pavement structure:

1.0"	Asphaltic Concrete	=	2.0" Crushed Base
1.0"	Plant Mix Bituminous Base	=	1.83" Crushed Base
1.0"	Stone Subbase	=	0.8" Crushed Base

"EXISTING"

1.0"	Asphaltic Concrete	=	1.75" Crushed Base
1.0"	Base Material	=	0.3" Crushed Base

Should substitutions be made use the "CBR" Column to obtain total thickness requirement and table above for values.

SECTION. CAIRO JUNCTION
CENTRAL OREGON
HIGHWAY OLDS FERRY - ONTARIO
COUNTY: MALHEUR

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year

A. AVERAGED Present ADT 2700 (Total)

B. AVERAGED Future ADT 4300 (Total)

C. Mean ADT 3500 (A+B)
2

D. Design Period 20 Years

E. No. of Lanes 2

F. Percent Trucks 14 (ADT Basis)

G. Trucks (in one direction) F= .07 x (C) 3500 245

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 245 x (H) 100 % = 245

TRAFFIC COEFFICIENT = K (I) 0.119
where K = 3.669

9.2

SECTION: CAIRO JUNCTION

HIGHWAY: CENTRAL OREGON
OLDS FERRY - ONTARIO

COUNTY: MALHEUR

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good _____ Fair X Poor _____
   Remarks: _____
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: Minor importance
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable
13. Traffic Safety: See remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction

CONCLUSION AND REMARKS:

No cost comparison made as this project consists of lane widening and channelization of an existing A.C. facility.

RECEIVED
DEC 13 1965
FOR FILING

Form CO-121 (11-63) (Prea. by A.O. 204-10)

UNITED STATES GOVERNMENT
Memorandum

F-28(6)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: December 9, 1965

In reply refer to: 08-35.EC/710.17

TO : Mr. Forrest Cooper, State Highway Engineer
6125 Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

REFERRED TO
Edwards — Young
Jr. Asst. State Hwy. Engr.
12-13-65

SUBJECT: Oregon Safety Improvement Program

236

Mr. Young's November 16, 1965 letter submitted three projects for inclusion in the subject program as Stage 2 projects with the proper support required by paragraph 6h of PPM 21-16. These safety improvement projects are approved this date and are detailed as follows:

Item	Project	Location	Work
457	F-109(11)	Nutters Curve Section	Grade, pave
458	F-205(15)	Midland-Worden Section	Guardrail
459	F-28(6)	Cairo Jct. Section	Grade, pave

NOTED
F.B. KLAPOE

Item 457, F-109(11), Nutters Curve Section, provides for 0.4 mile of realignment and grade revision with widening of the existing 11' lanes with 4' shoulders to 12' lanes with 8' shoulders. The existing accident rate is 39.9 with a present ADT of 2,500.

Item 458, F-205(15), Midland-Worden Section covers approximately 2.0 miles of guardrail installation to prevent vehicles leaving the roadbed and falling into a swampy area. It is understood that the selection of this section is based on competent engineering judgement as a potential hazard.

Item 459, F-28(6), Cairo Junction Section provides for the reconstruction of a "Y" intersection which also involves removing a truck scale site located within the "Y" and conversion to a "T" intersection. Utilization of a portion of the existing "Y" legs will be made for free right turning movements. The 1964 accident rate for this section is approximately double the average rate for similar sections.

You are authorized, effective this date, to proceed with utility preparatory work on Items 457 and 459.

We will anticipate the inclusion of these three projects on the first years portion of the inventory currently being prepared by your office as mentioned in our December 3 memorandum.

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

This approval constitutes safety improvement on an aggregate total of 2.6 miles for a total estimated cost of $162,000 of which $101,000 is reserved as Primary Federal-aid funds. These Federal funds are deducted from the unprogramed balance presently reserved for Safety Improvement Projects.

Paragragh 7 of PPM 21-16 (August 30, 1965) mentions that reports of accident experience after the improvement is completed are highly desirable. We would appreciate your advice on how you plan to make these reports and on what time interval basis.

RECEIVED
DEC 1 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 29 1965

F-28(c)
6455

Commissioners
Wayne E. Phillips, Walker
Chairman
Talbot Greenough, Coquille
Vice Chairman
John P. Amacher, Winchester
J. Patrick Fielding
Joseph W. Smith, Klamath Falls

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

November 22, 1965

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

We have reviewed the prospectus for location survey:

Cairo Junction Section, Central Oregon and Olds Ferry-Ontario Highways, Malheur County.

Please be advised that we have no comments relative to this project from a wildlife standpoint.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

ROK:dm

11-23-65
Copies to:
F. B. Klaboe
L. H. Young
Frank Hall
T. C. Roake
J. E. Morelock
A. F. Parson (2)

fp

Routing

RECEIVED
NOV 29 1965
OFFICE OF
STATE HIGHWAY ENGINEER
NOTED
F. B. KLABOE

NOV 2 1 1965

COMMISSIONERS:
HERMAN P. MEIERJURGEN, CHAIRMAN, BEAVERTON
EDW. G. HUFFSCHMIDT, PORTLAND
LEONARD N. HALL, CHARLESTON

F-28(6)

6451

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG., 1400 S. W. 5TH AVENUE
PORTLAND 97201

November 18, 1965

Routing

Morgan
Docker
Bond
Barbee
Walker
Glenn
Swan

Peace
Moreland
Trout
Scott
Willis
Litchfield
Olsen

RECEIVED
NOV 19 1965
CONSTRUCTION
DIVISION

Mr. Forrest Cooper
State Highway Engineer
Highway Building
Salem, Oregon 97310

Attention Mr. F. D. Morgan

Dear Mr. Cooper:

Listed below in conjunction with our comments is a list of highway projects transmitted to us from your office to comply with Modification No. 1 of our Memorandum of Understanding:

Addendum "A" to Location Prospectus, Saddle Mountain Junction - Elsie Road Section of Sunset Highway.

We anticipate no conflict with the fishery resource, thus the project is approved.

Alsea Mountain - Aide Creek Section, Alsea Highway.

Passage must be maintained at the crossing of Hide Creek but not on Dinner Creek.

Toledo - Pioneer Mountain Section, Corvallis-Newport Highway, Lincoln County.

Morrow County Line - Stanfield Junction, Santiam Old Oregon Trail Highway, Morrow County.

The plan submitted by Mr. Hall on November 1, 1965 depicting the 10 x 8 R.C.B.C. layed on a 0.30 grade in West Ollalie Creek meets with our approval. If the new roadway fill encroaches on the stream bed at any point, stream bed width must be maintained.

The Stanfield Junction project does not involve a stream, hence we anticipate no problems.

Cairo Junction Section, Central Oregon and Olds Ferry - Ontario Highways.

The prospectus indicates no stream involved in this section of roadway, hence the project is approved.

Delena - Rainier, Columbia River Highway.
Pendleton Section, Old Oregon Trail Highway.

Fish passage not required on Beaver Creek crossings.

Fish passage is required on the crossings involved in the Pendleton Highway, although we anticipate no difficulties provided the channel changes and crossings are constructed during low water periods.

Oak Grove Road - Elm Street Section, Medford - Provolt Highway.

There seem to be no streams involved on this project.

Addendum "A" to Location Prospectus, Eggelson Corner - Strohm Road Section, Crow Creek Road. FAS 485.
Fish passage must be maintained in Prairie Creek.

Your favorable consideration regarding the above listed comments will be appreciated. If you have any questions pertaining to the fishery resource, please do not hesitate to contact us.

Sincerely,

Edw. K. Neubauer

EDW. K. NEUBAUER
DIRECTOR OF ENGINEERING

11-19-65
Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (8)
T. C. Roake
J. E. Morelock
R. D. Asburry (8)
L. R Chandler (2)
A. F. Parson (6)

fp

RECEIVED
NOV 17 1965
FOR FHWA

F-28(6)

6455

November 16, 1965

Oregon State Highway Commission

Gentlemen:

An analysis of a bad traffic conflict situation on the Central Oregon Highway at Cairo Junction south of Ontario in Malheur County has indicated that the condition can be corrected at a reasonable cost.

It is, therefore, proposed that the improvement of Cairo Junction consisting of lane widening, channelization and pavement overlay at an estimated $50,000 be approved for addition to Program II. If approved, this will be handled as a safety spot improvement project in furtherance of the President's program.

This matter will be on the agenda for the December 14 meeting and your approval is recommended.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
A. F. Parsen

FBK:srb bg

F-24(6)

Form CD-12) (11-63) (Prss. by A.Q. 206-10)

UNITED STATES GOVERNMENT

Memorandum

Klamath

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

6955

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: November 3, 1965

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks, District Engineer

SUBJECT: Location Prospectus
Cairo Junction Section
Central Oregon and Olds Ferry-Ontario Highways
Malheur County

We have reviewed the subject prospectus and are in agreement with your proposal.

Routing

Morgan
Decker
Bond
Talbot
Walker
Dean
Marshall
Tice
Scott
Wilt
Litchfield
Olson

RECEIVED
NOV 5 1965
CONSTRUCTION DIVISION

REFERRED TO
Gifford-Young
OF ASST. STATE HWY. ENGR.

Please R/O request to comm. to add to program 9 as a spot improvement.

11-5-65

BEN GIFFORD

RECEIVED
NOV 4 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

(3)

10-28-65

RECEIVED
NOV 9 - 1965
FOR FILING

F-28(a)

Prefix No. 23-1405

LOCATION PROSPECTUS
CAIRO JUNCTION SECTION
CENTRAL OREGON AND OLDS FERRY-ONTARIO HIGHWAYS
MALHEUR COUNTY

HIGHWAY: Central Oregon, State Primary No. 7, Federal-aid Primary No. 5 and Federal-aid Secondary No. 514. Olds Ferry-Ontario, State Secondary No. 455.

TERMINI: Cairo Junction which is at M.P. 258.21 and is approximately 4.8 miles southwesterly of Ontario.

LENGTH: 0.5 mile

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for lane widening and channelization of the Cairo Junction plus an overlay of the existing pavement. This junction is the intersection of the Central Oregon Highway with the Olds Ferry-Ontario Highway. The project is to be contracted under the Bureau of Public Roads' safety program. Routine soils investigations will be conducted but do not anticipate any major problems. An economic analysis is not required. There are no special drainage problems anticipated.

CHARACTERISTICS: Existing ADT 2,600; projected ADT 4,200.

TYPICAL SECTION: This is a channelization and the section is variable.

BASE DESIGN: The tentative base design is:

Paving	3-1/2" A.C.
Top Course Base	2 " Leveling
Bottom Course Base	16 " Coarse Crushed
Total Depth	21-1/2"

BRIDGES: No structures involved.

ACCESS: Access will be limited to location.

MATERIAL: Material sources will be located and referenced to the project during the survey.

NOTED
FORREST COOPER

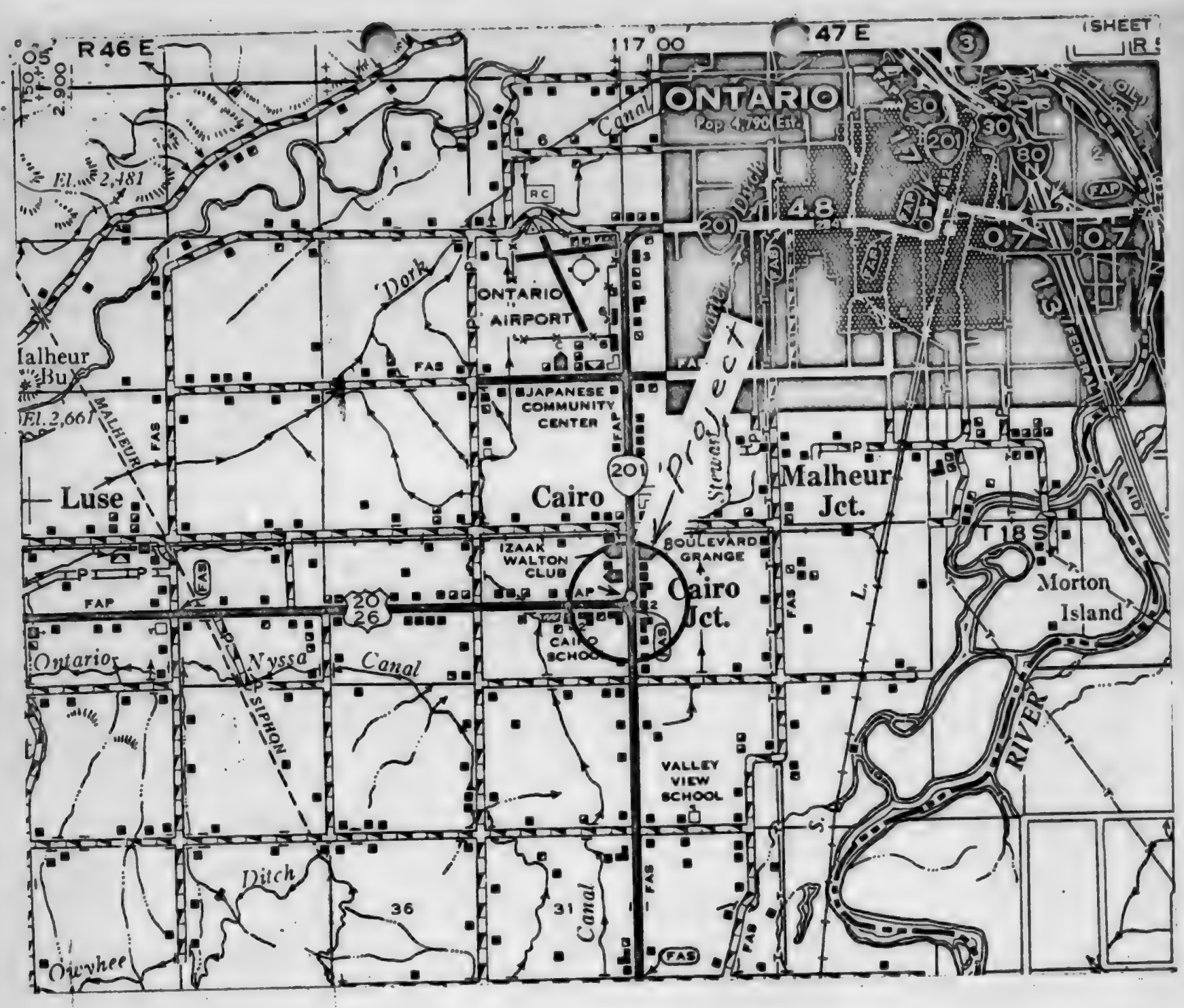
UTILITIES: There is no railroad involved. Routine utility adjustments will be necessary.

AGREEMENTS: None required.

PARKS: None affected.

October 28, 1965
Attachment
cc: A. W. Parsons (3)
Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
F. D. Morgan
A. F. Parson (3)
Mark Astrup
R. N. Chase
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
O. B. Jackmond
Val Johnson
Ivan Merchant (4)
D. H. Moehring (3)
A. D. Olson
James Owens
Phil Preston (2)
Research Division
Jack Rowland
O. C. Turner
F. W. Yarbrough (2)
L. H. Young

RECEIVED
NOV 1 1965
OFFICE OF
STATE HIGHWAY ENGINEER



Prospectus Map

Cario Junction Section

Central Oregon & Olds Ferry - Ontario Hwys.

Malheur County

1965

RECEIVED
OCT 1 2 1965

For [illegible]
F-28(6)
1965

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

October 11, 1965

To:

SUBJECT: Proposed Plan
Cairo Junction

MEMO TO FILE

This is to advise the file that a copy of the attached plan for Cairo Junction has been given to Mr. Barbee in Construction in order that he may proceed with the survey authorization for this project.

The Division will conduct the survey to determine what, if any, adjustments are necessary, both in the proposed plan and right of way acquisition.

This office will forward the necessary material to Hil Young in order that work may be programmed as a Federal-aid spot improvement project.

L. E. George
Assistant Traffic Engineer

LEG:aa
Attachment
cc: Tom Edwards
Hil Young
Jay Barbee
A. F. Parson

27-3307 Holman Wayside State Park 1960

6-56

RECEIVED
JUN 15 1967
FOR FILING
6956

June 14, 1967

The Aetna Casualty & Surety Company
Bond Department
400 Century Tower
Portland, Oregon 97205

Gentlemen:

Contract No. 6956 awarded to William (Dee) Brown Construction for construction of a rest room facility in Holman Wayside in Polk County was completed on April 27, 1967, and accepted by the Highway Commission on June 12, 1967.

Final payment in the amount of $505.48 will be released to the contractor after June 21, 1967. The total contract amount is $16,849.20 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc William (Dee) Brown Construction
3215 Lynwood Drive
Corvallis, Oregon 97330

Cecil Barker Insurance, Inc.
131 North 4th
Corvallis, Oregon 97330

L.H. Young
C.H. Maison
Attn: John Herr

RECEIVED
JUN 14 1967
FOREIGN
27.3307
6956

June 12, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed April 27, 1967, on Contract No. 6956. The contract was with William (Doc) Brown Construction and was for construction of a rest room facility on the Nelson Wayside Section of the Willamina-Salem Highway in Polk County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective June 12, 1967, and that you concur in this procedure at the Commission meeting on July 24.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
Iwan Merchant
C. H. Maison
L. H. Young
R. D. Asburry

srb jw

FORM E-3 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Holman Wayside	WEEK ENDING: 4-28-67	
	SECTION PREFIX: 27-1907	NOTED LLOYD P. SHAW
HIGHWAY	COUNTY: Polk	

NAME OF JOB: Holman Wayside

KIND OF WORK: Toilet Building Construction

CONTRACTOR: William (Doc) Brown Construction

CONTRACT NUMBER: 6956

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: November 22,1966

DATE WORK STARTED: January 3,1967

ESTIMATED COMPLETION DATE: April 27,1967

AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN: 2 SUPERVISION: 1

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS

CALENDAR DAYS USED

SPECIFIED COMPLETION DATE: April 30,1967

PERCENT OF TIME ELAPSED: 97

PROJECT AUTHORIZATION:	$ 19,315.12		
EXCLUSIVE OF ENGINEERING:	$ 17,941.60	ENGINEERING AUTHORIZATION	$ 1,373.52
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING:	$ 16,849.20	ENGINEERING COST TO DATE	$ 2,076.82
ESTIMATED PERCENT: OVERRUN / UNDERRUN	6.1 %	PERCENT OF AUTHORIZATION	151.2 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

DATE PROJECT WAS COMPLETED: April 27,1967

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY: 1					
HOURS PER SHIFT: 8					

EQUIPMENT USED DURING THE WEEK:

1 dump truck, 1 cat loader

ESTIMATED PERCENT COMPLETE (STRUCTURES)

Building								
XXXXX NO. 2	Standard							
PERCENT	100%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 23	Fair			
MONDAY 24	Fair			
TUESDAY 25	Showers			
WEDNESDAY 26	Showers			
THURSDAY 27	Showers			
FRIDAY				
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 23	No activity.
MONDAY 24	Final inspection was made on the building only by A.A. Bear and R.D. Ashenmy. The building was accepted and the job is complete except for grading & shaping site.
TUESDAY 25	Grading & shaping site and hauling away large rocks.
WEDNESDAY 26	Same as yesterday.
THURSDAY 27	Completed grading & shaping site. Job complete.
FRIDAY	
SATURDAY	

REMARKS

Job complete April 27,1967.

RECEIVED
MAY 1 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 1 - 1967
STATE PARKS
DEPARTMENT

SIGNED D. E. Beecroft LOCATION Salem

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

RECEIVED
DEC 15 1966

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

27-3-67
6751

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

December 14, 1966

William Dee Brown Construction
3215 Lynwood Dr.
Corvallis, Oregon 97330

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 6956 for construction of a toilet building in Holman Wayside in Polk County

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Encl.

cc Aetna Casualty and Surety
Bond Department
400 Century Tower
Portland, Oregon 97205

Cecil Barker Insurance, Inc.
131 N. 4
Corvallis, Oregon

RECEIVED
JAN 5 - 1966

FORM E-30X—60M—1-66 SP°19102-724

FOR FILING

17 3307

6456

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 3, 1966

SUBJECT:
Holman State Park

To:

MEMO TO FILES

On December 27, 1965, Lloyd Shaw, Warren Gaskill and I went to Holman State Park to discuss the renovation of the park area following completion of the highway construction. The major item of discussion was the restroom facility, with our basic alternatives being as follows:

A. Utilize existing building with new Rube Goldberg-type drain field

B. Relocate existing building with new drain field

C. Construct new building

The obvious solution is "C," with the only question being that of money. Decision was deferred pending outcome of supplemental budget request.

David G. Talbot
State Parks Superintendent

DGT:al

CC: Warren Gaskill
Lloyd P. Shaw

NOTED
LLOYD P. SHAW

RECEIVED
JAN 1 1966
OFFICE OF
STATE HIGHWAY ENGINEER

I-80N-5
(23)169
#6957

Irrigon Jct.-Stanfield Jct.Sec. 1967
of Old Ore. Trail Hwy.(Grad., Oil.,
struc.& Sign.) [redacted]

CIA 2900
CIA 3340 Pittsburg Testing Lab
(Inspection of Steel)

See 6743

6957

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: September 25, 1974

In reply refer to: 1041EC.3

SUBJECT: Oregon Project I-80N-5(3)165
Irrigon Junction-Stanfield Section
Old Oregon Trail Highway

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

I concur in the transfer of File 22887 (Oregon 031651) in accordance with your agreements with Morrow County dated August 23, 1965, November 22, 1966, and June 8, 1967.

G. L. Green

cc:
OSHD (Oakes)
OSHD (Mitchell)
OSHD (Boyd)

RECEIVED
STATE HWY ENGR
SEP 26 '74
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED

NOTED
R. L. SCHROEDER

ORIGINAL TO
Boyd TAA
9-27-74

6957

Form FHWA 121 (Rev. 8-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: August 21, 1974

In reply refer to: 1041EC.2

SUBJECT: Oregon Project I-80N-5(3)165
Irrigon Junction-Stanfield Section
Old Oregon Trail Highway

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

I concur in the transfer of Files 35857 (Oregon 013788) and 40196 (Oregon 350) in accordance with your agreements with Morrow County dated August 23, 1965, November 22, 1966, and June 8, 1967.

G. L. Green

G. L. Green

ORIGINAL TO
Loyd JAA
8-26-74

RECEIVED
AUG 26 1974
Office of
Assistant State Highway Engineer

NOTED
R. L. SCHROEDER

RECEIVED
STATE HWY ENGR
AUG 23 '74
REFER TO
FOR

RECEIVED
APR 16 1968
FOR FILE
I-80N-5(23)117
6957

April 15, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed October 26, 1967, on Contract No. 6957. The contract was with Hannan Brothers Company and was for grading, oiling, structures and signing on the Irrigon Junction-Stanfield Junction Section of the Old Oregon Trail in Morrow and Umatilla Counties.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective April 15, 1968, and that you concur in this procedure at the Commission meeting on April 23.

It is assumed that if you have no objections to this action and you do not advise us to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
A. F. Parson

srb jes

4-15-68

RECEIVED
APR 16 1968
FOR FILING

I-ION-5(23)169

6957

April 15, 1968

General Insurance Company
of America
Portland Service Office
520 S. W. 6th
Portland, Oregon 97204

Gentlemen:

Contract No. 6957 awarded to Hannan Bros. Company for grading, oiling, structures, and signing on the Irrigon Junction-Stanfield Junction Section of the Old Oregon Trail in Morrow and Umatilla Counties was completed on October 26, 1967, and accepted by the Highway Commission on April 15, 1968.

Final payment in the amount of $37,938.84 will be released to the contractor after April 22, 1968. The total contract amount is $1,063,323.48 including $16,196.54 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Hannan Bros. Company
8410 S. E. Otty Road
Portland, Oregon 97266

L. H. Young
C. H. Maison
Attn: John Herr

[illegible]
L AFFAIRS
FOR FILING

6951

April 10, 1968

The Honorable Paul W. Jones
Judge
Morrow County Court
Heppner, Oregon 97836

Re: [illegible]
Umatilla Co Line Sec

Dear Judge Jones:

I have received your letter requesting an advance payment of $10,000 for the construction by the County of a frontage road lying south of I-80N between Paterson Ferry Road and the Umatilla County Line.

As you know, the agreemnt calls for the State to make a lump sum payment of $20,000 (or less) when the entire road work has been completed. Nevertheless, we are recommending to our Commission that they allow this progress payment to be made. Your letter guaranteeing the work will be sufficient documentation for the supplemental agreement required.

If the Commission approves the payment at the April 23 meeting, you will be notified and payment promptly made.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb
cc: Forrest Cooper
R. L. Porter
C. H. Maison
L. H. Young
F. D. Morgan
A. F. Parson

MORROW COUNTY COURT

Heppner, Oregon 97836

April 5, 1968

PAUL W. JONES, Judge
Heppner, Oregon
WALTER HAYES, Commissioner
Boardman, Oregon
JACK VAN WINKLE, Commissioner
Heppner, Oregon

State of Oregon
State Highway Department
Salem, Oregon 97310

Att: Fred Klaboe

Dear Sir:

Pursuant to our conversation of Tuesday of this week, Morrow County desires to request an advance of $10,000.00 of the $20,000.00 which the State of Oregon agreed to pay on completion of the Frontage Road bordering highway 80.

We have completed this road except for actual application of oil which will be placed on the road in late June of this year. With the placement of the oil the frontage road will be completed according to the terms of the agreement.

This request is a guarantee by Morrow County to complete the road according to the terms of the above mentioned agreement.

Thank you for your courtesy and consideration.

Very truly yours,

Paul W. Jones

Paul W. Jones, Judge
Morrow County Court

PWJ:ag

4-8-68
copies to
Marion
Young

RECEIVED
APR 1 1968
OFFICE OF
STATE HIGHWAY ENGINEER

FORM [illegible] 10M 6-67

RECEIVED
MAY 21 1968
COMMISSIONERS

GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

FOR FILE

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 10, 1968

MISC. CONTRACTS and AGREEMENTS No. 2760

Oregon State Highway Commission

AGENDA
[illegible]
41

Gentlemen:

On June 8, 1967, you approved an agreement between the State Highway Commission and the Morrow County Court to pay Morrow County the sum of $20,000 on completion of a frontage road bordering I-80N on the south and extending from Paterson Ferry Road easterly to the Umatilla County Line.

The County has now completed all the work connected with the construction of this frontage road with the exception of the final oil mat. The County has requested by letter (a copy of which is enclosed) that the State make a progress payment in the amount of $10,000.

You will note that the County guarantees to complete the road work stipulated in the agreement in late June of this year.

We recommend that you approve amending the original agreement and allowing the progress payment of $10,000. This matter will be on the agenda for your consideration at the April 23 meeting.

Very truly yours,

Forrest Cooper

Forrest Cooper
State Highway Engineer

Enclosure
cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
L. H. Young
H. S. Cox
F. D. Morgan
A. F. Parson

Klaboe will followup
7/6.

NOTED
FLOYD QUERY

RECEIVED
MAY 29 1967
FOR FILING

Fred W. Hill, Member
Helix

May 26, 1967

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the June 8 Commission meeting will be a supplemental throughway-Construction agreement with Morrow County pertaining to the frontage road construction along the Irrigon Junction-Umatilla County Line Section of the Old Oregon Trail (I-80N) in Morrow County.

Prior agreements on this section of highway were entered into on August 23, 1965, and November 22, 1966.

This agreement provides for construction by the County of a frontage road to connect the existing frontage roads previously constructed by the State lying southerly of the throughway, allowing a continuous road between Paterson Ferry Road and the Ordnance Interchange.

Upon completion of the project, the County will assume maintenance, jurisdiction, and control of the entire frontage road between these two points lying within the limits of Morrow County outside the access control area of the throughway and including those portions constructed previously by the State.

The project is proposed to be graded and based by the County between Pole Line Road and its connection to an existing frontage road, a distance of approximately 3.8 miles. The County is also to place an oil mat over this portion as well as the portion of existing frontage road easterly to the Umatilla County line.

The County has appealed to us to give it financial assistance in this matter and I feel that in equity we should. The Bureau of Public Roads will not participate.

The State's sole contribution toward the cost of the project will be a sum not to exceed $20,000 based on the actual cost of the ceiling work involved.

Your approval and authorization for State participation to a maximum amount of $20,000 is recommended. We also request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
H. S. Cox
F. D. Morgan
A. F. Parson
C. H. Maison
L. H. Young

DNH:mm jw

RECEIVED
APR 28 1967

Cmte!
nfl
All Ore In

April 28, 1967

The Honorable Paul W. Jones
Morrow County Judge
County Courthouse
Heppner, Oregon 97836

Dear Judge Jones:

Thank you for your letter of April 21 advising me that you estimate the cost to the State for the completion of the frontage road between Paterson Ferry Road and the Ordnance Interchange to be $19,625.

The matter will be considered by the State Highway Commission at the June 8 meeting. After we have had a decision, I will advise you further.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
H. S. Cox
A. F. Parson

MORROW COUNTY COURT

Heppner, Oregon 97836

April 21, 1967

PAUL W. JONES, Judge
Heppner, Oregon
WALTER HAYES, Commissioner
Boardman, Oregon
JACK VAN WINKLE, Commissioner
Heppner, Oregon

State of Oregon
State Highway Department
Salem, Oregon 97310

Attn: Fred Klaboe

Dear Sir:

Since our visit to your office last Monday, I have had our road department office "run" the costs that would be involved in oiling the five miles of frontage road south of Highway 80N. As you are aware, this road is built now on both the west end, which will be hard surfaced by the State, and the east end which is a crushed rock surface.

Morrow County has proposed that we would build the remaining gap of 3.8 miles. We have also requested that the State of Oregon then hard surface the full five miles.

As a result of our conversation with you Monday in which you suggested that we furnish costs for placing two coats of oil on the road when built, I wish to give you the following price:

Five miles of road: 1st course of 250-3000, second course of 200-300. The cost to us for this job would be $19,625.00 in place. This would be oiled 22 feet in width. This is the identical "specs" for oil that we use on all of our county roads, with the exception, of course, that some are narrower. These roads are withstanding heavy traffic, even log hauling on some of them, with a very minimum of maintenance.

A third or finish coat could be placed at a cost of approximately $7,000.00 if required.

If I may furnish any additional information, please do not hesitate to request it.

Sincerely,

Paul W. Jones

Paul W. Jones
Morrow County Judge

PWJ:mb

RECEIVED
APR 21 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 27 1967
GP-23401-734

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 26, 1967

To: Mr. F. B. Klaboe
O F F I C E

SUBJECT: Frontage Road, I-80N
Patterson Ferry Road to
Ordnance Interchange
Morrow County

1541

As per your instructions, I contacted the B.P.R. and informally discussed the possibility of placing the subject frontage road on the FAS System. The Bureau (Messrs. Brooks and Arenz) indicated that approval of an additional route to the system merely for the purpose of constructing a project could not be given at the present time. It was indicated however that approval might be given favorable consideration provided that the frontage road were considered as an extension of the Patterson Ferry Road and, provided further, that this entire route was tied into some type of arterial county road FAS System in the proposed irrigated area south of I-80N.

The matter of establishing an arterial road system in this area for inclusion in a county-wide FAS System submission was discussed with Judge Jones of Morrow County some time ago; however nothing more has been heard from the county. If necessary, someone from this office can contact the county again to determine what they have accomplished in the way of planning an FAS System expansion in this area.

Your file on the subject matter is being returned.

Robert H. Prange

Robert H. Prange, Field Engineer
County and City Division

RHP:mm

Att.

4-26-67

Ltr

No further action, as far as FAS system goes, needed

Jile

MK

NOTED
F. B. KLABOE

1 ltr to Jones 4-26-67

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

April 6, 1967

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

SUBJECT: Assignment No. 1541
I-80N, Irrigon Area
Request for Frontage Road

In response to the request from Morrow County in this assignment, we have prepared the attached sketch map with a breakdown of the costs involved for a 30-foot top width frontage road. We have separated the Oiling and Shoulder Rock costs as suggested in the second page of their letter.

F. D. Morgan
Construction Engineer

By Donald L. Trout
Donald L. Trout
Rural Engineer

DLT:fw

Attach.

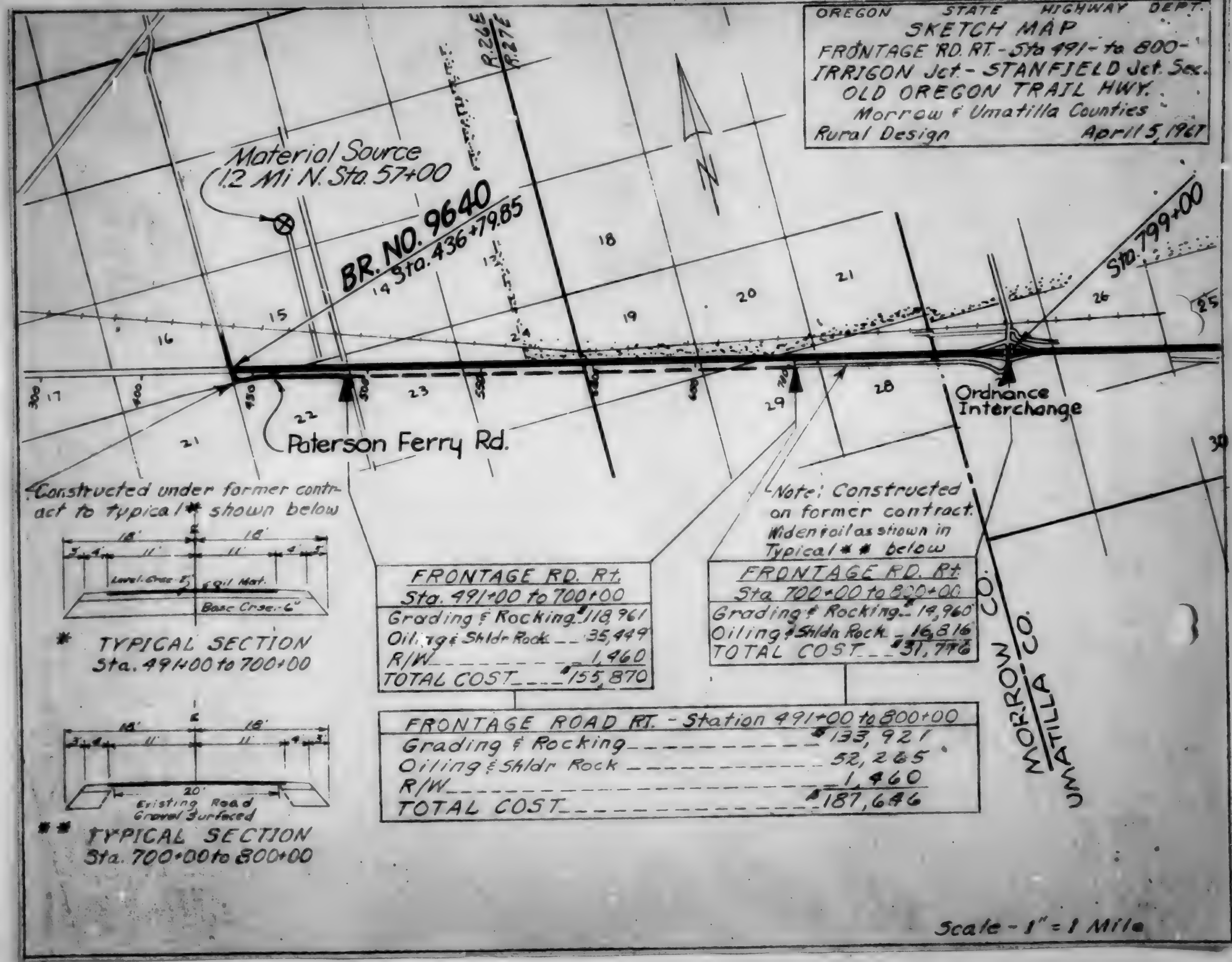
RECEIVED
APR 26 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 7 1967
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPT.

SKETCH MAP

FRONTAGE RD. RT. - Sta 491 - to 800 -
IRRIGON Jct. - STANFIELD Jct. Sec.
OLD OREGON TRAIL HWY.
Morrow & Umatilla Counties
Rural Design — April 5, 1967



Constructed under former contract to typical * shown below

* TYPICAL SECTION
Sta. 491+00 to 700+00

** TYPICAL SECTION
Sta. 700+00 to 800+00

FRONTAGE RD. Rt. Sta. 491+00 to 700+00	
Grading & Rocking	$118,961
Oiling & Shldr Rock	35,449
R/W	1,460
TOTAL COST	$155,870

Note: Constructed on former contract. Widen to as shown in Typical ** below

FRONTAGE RD. Rt. Sta. 700+00 to 800+00	
Grading & Rocking	$14,960
Oiling & Shldr Rock	16,816
TOTAL COST	$31,776

FRONTAGE ROAD RT. - Station 491+00 to 800+00	
Grading & Rocking	$133,921
Oiling & Shldr Rock	52,285
R/W	1,460
TOTAL COST	$187,646

Scale - 1" = 1 Mile

MORROW COUNTY COURT

PAUL W. JONES, Judge
Heppner, Oregon
WALTER HAYES, Commissioner
Boardman, Oregon
JACK VAN WINKLE, Commissioner
Heppner, Oregon

Heppner, Oregon 97836

March 27, 1967

Routing

Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan

RECEIVED
MAR 29 1967
CONSTRUCTION
DIVISION

Pope
Morelock
Trout
Scott
Wills
Litchfield
Olson

State of Oregon
Oregon State Highway Department
Salem, Oregon

Attention: Fred Klaboe

Dear Sir:

Relative to a recent conversation with your office I am enclosing a map sent Morrow County by Scott Coulter of the LaGrande Office, State Highway Department.

I do not feel it necessary to recapitulate all statements and data on the need for a frontage road on that area delineated on the map. As you can see, and are well aware of, this link must be completed before the new overpass is of maximum efficiency.

We have reiterated a number of times the reasons for this road and have submitted data which you have in your files. Briefly, the situation facing the County is the demand from people in the Irrigon area for this road and demands of a like nature from the farmers south of 80-N.

May I, however, present the main reasons why we feel this road to be imperative:

(1) This will provide a direct link from Ordnance to Irrigon and Umatilla.
(2) This provides a much more economical school bus route when built.
(3) This will provide a direct outlet for some 5000 tons or more of hay from this desert area.
(4) This route must be built before any logical A.D.T. counts can be made for traffic between H. W. 730 via the Patterson Ferry overpass and Ordnance.
(5) This provides a safe- although alternate- route for heavy traffic moving from the Columbia River over the Patterson route to Ordnance.
(6) There are numberous other reasons for the building of this link which are mentioned in the file I gave you last winter. Of course, all of this would be obviated if a full exchange were being considered.

Morrow County, as badly as this road is needed, is in no position to undertake the construction and oiling of the road with a road budget of only $235,000 for a road system of 1,225 miles of roads.

We, therefore, propose that the State assist in this road in some way. The details can be worked out later. We feel however, that if we could build the road to a 28' or 30' width with suitable base and crushed rock surface so that it could be "shot" this summer with a minimum of two shots of oil, that it would be satisfactory for several years.

We could do the construction on this road by merely grading, rocking and surfacing for approximately $7,000.00 per mile. This would be similar to the Pole Line Road. We suggest that the State then provide all oiling costs for this 3.8 miles in addition to the 1.2 miles already constructed on the east end.

This we feel is only fair since so many of our market roads were closed to access on Highway 80-N.

If we may furnish any additional information please contact me.

Very truly yours,

Paul W. Jones

Paul W. Jones, Judge
Morrow County Court

PWJ: ag
Encl

RECEIVED
2
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 19 1968
FOR FILING

I-8(N-5(23)169

6957

January 24, 1968

Harman Bros. Company
S410 S. E. Otty Road
Portland, Oregon

#6

Gentlemen:

The State Highway Commission at its meeting on January 23 considered your request for an extension of time on Contract No. 6957 on the Irrigon Junction-Stanfield Junction Section of the Old Oregon Trail in Morrow and Umatilla Counties.

After considering the recommendation of the Engineer and other available information, the Commission granted an increase of 12 days for Phase 1 and 35 days for Phase 2. Calendar

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
cc A. F. Parsen
H. E. Woodward
L. H. Young
Ivan Merchant
C. H. Maison
Bureau of Public Roads

RECEIVED
JAN 16 1968
FOR FILE

I-SUN-5(23)169
6957

January 15, 1968

Oregon State Highway Commission

Request for Extension of Time
No. 6
January 23, 1968 meeting

Gentlemen:

Hansen Brothers Company, the contractor on the Irrigon Junction-Stanfield Junction Section of the Old Oregon Trail (I-SUN) in Umatilla and Morrow Counties, Contract No. 6957, has requested that he be granted 12 additional days to complete Phase 1 and 35 additional days to complete Phase 2 of the project. The contractor contends that plan changes and extra work added to Phase 1 and extra work added to Phase 2 prevented him from completing the work within the time allotted.

Minor changes to the plans for foundations at two of the structures, minor changes to the railing design for all structures, and the addition of reinforced concrete panels at the bridge ends delayed completion of Phase 1. Extra work involved in obliteration of detours and a stop work order because of inclement weather for seeding and mulching delayed the completion of Phase 2.

The reasons listed above justify increases of 12 days for Phase 1 and 35 days for Phase 2.

I recommend that the number of calendar days for each phase be increased accordingly. This will eliminate all liquidated damages.

This is a Federal-aid project and we have the concurrence of the Bureau of Public Roads.

This matter will be on the agenda for your consideration at the January 23 meeting.

cc: Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
L. H. Young
Ivan Merchant
C. H. Maison
A. F. Parson

Very truly yours,

Forrest Cooper
State Highway Engineer

Enclosure

CAG:jf jes

AREA CODE 503
777-1401

HANNAN BROS. CO.
8410 S. E. OTTY ROAD
P. O. Box 66155
PORTLAND, OREGON 97266

We hereby request an extension of time on the first phase of the above referenced project of twelve (12) days.

We feel that delays in excess of this amount of time were caused by changes in design by the Highway Department.

In accordance with your request of June 26, 1967, we ceased all operations during the long Fourth of July holiday, thereby losing one day of anticipated working time.

Considerable delay in obtaining the go-ahead on the revisions to the handrail was encountered. As noted in our letter of April 3, 1967 and Gilbertson Iron Work's letter of March 20, 1967, the actual delay in getting started on the rail was in excess of thirty (30) days. Much of this time was made up by the sub-contractor, however, we feel the over-all delay to the project because of the inefficiency encountered by being forced to rush and by the extreme late arrival of the rail at the job site was about ten (10) days.

The addition to the project of the bridge end panels covered by price agreement No. 2 also delayed the project a few days. This was actually and especially noticeable in the cleaning up of the slopes, etc., which could not be accomplished until the end panels were finished. We feel this delay amounted to approximately twelve (12) days.

Changes in the structural steel details made December 19, 1966 necessitated re-drawing of some of Western Steel Co.'s detail sheets, causing a delay of approximately four (4) days.

Another delay was caused by difficulties the State encountered in approving Western Steel Co.'s drawings for fabrication. These were pointed out to you in our letter of April 12, 1967 and Western Steel Co.'s letter of April 11, 1967. Western Steel feels they were delayed approximately fourteen (14) days by these delays.

The total of all the above delays is forty one (41) days. Of course many of these delays were concurrent. We, therefore, feel our request of an extension of twelve (12) days for the first phase only of the project is reasonable.

AREA CODE 503
777-1401

HANNAN BROS. CO.

8410 S. E. OTTY ROAD
P. O. Box 66155
PORTLAND, OREGON 97266

FOR PHASE "B"

In July we were notified by the resident engineer that we were to do no seeding until September, 1967. On September 26, 1967 we received notice from the Engineer that the seeding could be done at any time. The seeding subcontractor then submitted the seed and fertilizer samples for approval. Approval of the samples was not received until the first week in October. Because of the delay in seeding, the subcontractor was on another job, which had to be finished before starting this job. He was delayed several days because of winds which made seeding impractical.

We were required to remove all the detours that were put in by another contractor previously. After the detours were removed, it was necessary that closures be made in the fences and the areas be seeded. All this work being Force Account, except seeding.

We also placed gravel blanket around ends of approach fills at Hermiston Interchange and Meadow Road Interchange on Force Account.

From the time we were notified to proceed with the seeding, the seed and fertilizer being tested and doing all the force account required will more than cover the number of days requested for an extension of time.

All work was completed, with the exception of the seeding and some of the Force Account work, and traffic was using the structures by September 21, 1967, which was the final day allowed on the contract.

RECEIVED
BRIDGE DIVISION
NOV 22 1967
AM 7,8,9,10,11,12,1,2,3,4,5,6 PM

E-330 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date November 8, 19 67

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 290 days to 325 days, within which to complete our Contract No. 6957, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

SEE ATTACHED SHEET

Respectfully submitted,

HANSEN BROS. CO.
Contractor

By Sunny Hansen

CONSENT OF SURETY

Date November 10, 19 67

We, GENERAL INSURANCE COMPANY OF AMERICA, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

GENERAL INSURANCE COMPANY OF AMERICA

By (L. W. Huff)
Attorney-in-fact

HARTFORD ACCIDENT AND INDEMNITY COMPANY

By
Resident Agent

(SEAL)

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6957 Contractor Hannon Brothers Company

Highway Old Oregon Trail

Section Irrigon Jct.-Stanfield Jct.

Kind of Work Grading, Oiling, Structures and Signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

~~Granted -- See attached letter~~

For Phase 2 - Grant 35 days without assessment of liquidated damages because of extra work added and stop work order on seeding and mulching.

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
NOV 22 1967
AM 7,8,9,10,11,12,1,2,3,4,5,6 PM

Recommended for Approval:

Alfred Scheuch
Division Engineer

Jason V. Merchant
Construction Engineer or Bridge Engineer

C. H. Swanson
State Highway Engineer

Contract No. 6957

Project designation I-80-N-5 (23-169) State-Federal

Date awarded November 22, 1966

Work started December 14, 1966

Per cent completed 100% 10-20-67 Date

No. of Workdays Allowed 290 Calendar days

No. of Workdays Used 325 Calendar days

No. of Added Workdays Requested 35

SP*6200-734

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

FOR

Extension of Time to Complete Contract

RECEIVED
STATE
BRIDGE DIVISION
PM
8,9,10,11,12,1,2,3,4,5,6

Investigation has been completed regarding the request (see reverse side) for an extension of time within which to complete the following project:

Contract No. 6957 Contractor Hannan Bros. Co.

Highway Old Oregon Trail

Section Irrigon Jct. - Stanfield Jct.

Kind of Work Grading, Oiling, Structures & Signing

It is recommended that such extension be granted as requested under the following terms and conditions:

~~Grant as per attached letter of transmittal.~~

For Phase 1 - Grant 12 days without assessment of liquidated damages because of plan changes for foundations and rails and extra work added.

Recommended for Approval:

Division Engineer

or Bridge Engineer

State Highway Engineer

Contract No. 6759

Project designation I-80N-5(23)169
State—Federal

Date awarded Nov. 22, 1966

Work started Dec. 14, 1966

Per cent completed 9.27% 9-5-67

Specified completion date @ 258 Date Cal. Days @ 290 Cal. Days

Previously extended to

Extension requested to @ 262 Cal Days

Form E-320—334—9-56

OREGON STATE HIGHWAY COMMISSION

Contractors Request for Extension of Time to Complete Construction Contract

Oregon State Highway Commission,
Salem, Oregon.

Date August 22, 19 67

Gentlemen:

We, the undersigned, respectfully request an extension of 12 days time, from Aug. 13, 1967, 19 67, to August 24, 19 67, within which to complete our Contract No. 6957, described as follows:

Five U'xing Structures, Irrigon Jct.-Stanfield Jct. Section, Old Oregon Trail Highway, Morrow & Umatilla Counties.

The above request is based upon the following reasons:

Respectfully submitted,

Hannan Bros. Co.
Contractor

By Henry Hannan

CONSENT OF SURETY

Date August 23, 19 67

We, GENERAL INSURANCE COMPANY OF AMERICA, as surety on the bond guaranteeing the completion of the contract above named and listed, hereby join in and consent to said request for extension of time, and hereby agree to remain fully bound as surety in all respects as if the latest extended date hereinabove stated had been stipulated in the original agreement.

GENERAL INSURANCE COMPANY OF AMERICA

By [illegible]
Attorney-in-fact

MANSFIELD & CO.

By [illegible]
Resident Agent

(SEAL)

State Printing 97813

RECEIVED
JAN 8 - 1968
FOR FILING

I-82(1)-5(23)169

6957

January 5, 1968

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon 97301

Contract 6957
Prefix 630-1092
FAP I-82(1)-5(23)169

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 5 covering the furnishing and installing of guardrail sections between bridge handrail and guardrail posts on the Irrigon Jct.-Stanfield Jct. Section of the Old Oregon Trail Highway in Umatilla and Morrow Counties.

This work is necessary to connect the existing guardrail to bridge end posts in conformance with present policy. Some of the wood posts at each end of the bridges must be realigned to match the bridge rail grade and alignment.

This work was tentatively approved by the BPR District Engineer, August 23, 1967. It was later determined that the work started August 9, 1967 and the date of August 23, 1967 requested under Mr. Young's letter dated August 25, 1967 was not the correct starting date of the work.

Your approval as of August 9, 1967 is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CWT:bb

Form FH-181 (9-67)

UNITED STATES GOVERNMENT

Memorandum

I-80N-5(23)169

6951

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : G. R. Brooks, Assistant Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: December 27, 1967

In reply refer to: 08-35-DA

SUBJECT: Oregon Project I-80N-5(23)169
Irrigon Junction - Stanfield Junction Section
Old Oregon Trail Highway

Reference is made to Mr. Edwards' December 8 letter on the above subject.

We concur in the 12- and 35-day time extensions on Phases 1 and 2, respectively, for the reasons listed in Mr. Edwards' letter.

RECEIVED
DEC 28 1967
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
JOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Monthly transaction number	FORM [illegible]-2A (REV. [illegible]) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State
		Oregon
Project report number	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County
12		Morrow & Umatilla
Modification number	(PPM 21-7) 12-18-67	Project number
2		I-80N-5(23)169

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on December 12, 1966, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,119,797	$ 1,143,744
Federal funds	$ 1,032,800.00	$ 1,055,000.00
Other revisions		

This modification is made for the following reasons:

Revised estimate.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 18 day of December, 1967.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By F K Cofer

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

A. W. Parsons, Division Engineer

By L. R. Backlund
(Division Engineer)

US COMM-DC 26364-P65

Oregon State Highway Department

Federal-Aid
Project No. I-005-5(23)169

DRAIN JCT.-STANFIELD JCT. SECTION
OF THE OLD OREGON TRAIL HWY. IN MORROW
AND UMATILLA COUNTIES

Revised project agreement estimate

Salem, Oregon, December 7, 1967

Type Code 6201
Roadway (Paterson Ferry Road-Sta. 35+00 to Sta. 115+00) (Contract No. 6957)

Clearing & Grubbing	All Required			$ 5,000.00
Ditch Excavation, Unclassified	15	cu.yd.	5.00	75.00
Embankment in Place	108,500	cu.yd.	0.38	41,230.00
Finishing Roadbed & Slopes	All Required			1,500.00
Trench Excavation	25	cu.yd.	5.00	125.00
Watering	240	M-gal.	5.00	1,200.00
3/4" - 0 Material in Base	2,350	cu.yd.	3.50	8,225.00
Stone Base	7,000	cu.yd.	3.00	21,000.00
Aggregate in Asphalt Macadam	980	cu.yd.	7.10	6,958.00
120-150 Asphalt in Asphalt Macadam	75	ton	58.50	4,387.50
RS-1 Asphalt in Asphalt Macadam	20	ton	61.50	1,230.00
24-inch Culvert Pipe	70	lin.ft.	7.00	490.00
Guard Rail	2,100	lin.ft.	2.80	5,880.00
Extra Guard Rail Posts	30	only	10.00	300.00
Gravel Blanket	1,800	cu.yd.	1.50	2,700.00
Roadside Seeding	4	acre	600.00	2,400.00
Grass Seed, Crested Wheatgrass	40	lb.	1.00	40.00
Grass Seed, Hard Fescue	18	lb.	1.00	18.00
Grass Seed, Big Sherman Bluegrass	18	lb.	1.00	18.00
Inorganic Fertilizer (10-16-8)	16	cwt.	9.50	152.00
NO 2 Reconstruct Fence	All Required			300.00
NO 3 Salvage and Reinstall Culvert Pipe	All Required			1,036.00
			Subtotal	$104,228.50
			10% Engr. & Cont.	10,422.50
			Total	$114,651.00

Type Code 7002
Signing (Sta. 436+74 to Sta. 1353+49) (Contract No. 6957)

Sign Support Footings	All Required		$ 10,000.00
Breakaway Sign Supports	All Required		15,000.00
Single Sign Supports	All Required		3,225.00
Double Sign Supports	All Required		3,840.00
Structure Mounts	All Required		335.00
Painted Wood Sign Posts	All Required		3,750.00

Type "A" and "D" Signs in Place	4,249 sq.ft.	6.80	$ 28,893.20
Type "C", "D" & "E" Signs in Place	1,677 sq.ft.	3.85	6,456.45
Type "E", "F" & "G" Signs in Place	460 sq.ft.	4.00	1,840.00
Type "P" & "Q" Signs in Place	90 sq.ft.	6.00	540.00
		Subtotal	$ 73,879.65
		10% Engr. & Cont.	7,387.35
		Total	$ 81,267.00

Type Code X231
Paterson Ferry Road U'xing (Br. No. 9540)(Sta. 436+79.85)(Length 264.88 lin.ft.)
(Contract No. 6957)

Provide for Traffic	All Required (32%)		$ 1,280.00
Shoring, Cribbing, etc.	All Required (18%)		1,800.00
Structural Excavation	600 cu.yd.	1.50	900.00
Structural Excavation Below Elevation Shown	60 cu.yd.	1.00	60.00
Furnish Treated Timber Piling	680 lin.ft.	1.42	965.60
Furnish 10 BP 42 Steel Piling	3,150 lin.ft.	4.00	12,600.00
Drive Timber Piles	20 only	27.00	540.00
Drive Steel Piles	90 only	35.00	3,150.00
Splice Steel Piles	22 only	35.00	770.00
Class "A" Concrete (444 cu.yd.)	All Required (17%)		29,750.00
Reinforcement (78,900 lb.)	All Required (17%)		10,965.00
Structural Steel (237,500 lb.)	All Required (16%)		68,000.00
Steel Handrail	533 lin.ft.	21.00	11,193.00
Preparation of Slopes	320 sq.yd.	3.50	1,120.00
Concrete Slab Riprap	320 sq.yd.	6.50	2,080.60
PA 2 Revise Handrail End Posts	Lump Sum (16.34%)		1,441.68
			$146,615.28

Type Code X231
Crimmco Interchange U'xing (Br. No. 9539)(Sta. 729+00)(Length 283.61 lin.ft.)
(Contract No. 6957)

Provide for Traffic	All Required (17%)		$ 680.00
Shoring, Cribbing, etc.	All Required (21%)		2,100.00
Structural Excavation	710 cu.yd.	1.50	1,065.00
Structural Excavation Below Elevation Shown	70 cu.yd.	1.00	70.00
Furnish Treated Timber Piling	640 lin.ft.	1.42	908.80
Furnish 10 BP 42 Steel Piling	2,280 lin.ft.	4.00	9,120.00
Drive Timber Piles	20 only	27.00	540.00
Drive Steel Piles	76 only	35.00	2,660.00
Splice Steel Piles	19 only	35.00	665.00

Class "A" Concrete (541 cu.yd.)	All Required	(20%)		$ 35,000.00
Reinforcement (96,700 lb.)	All Required	(20%)		12,900.00
Structural Steel (296,200 lb.)	All Required	(20%)		85,000.00
Steel Handrail	571	lin.ft.	21.00	11,991.00
Preparation of Slopes	390	sq.yd.	3.50	1,365.00
Concrete Slab Riprap	390	sq.yd.	6.50	2,535.00
PA 2 Bevine Handrail End Posts	Lump	Sum	(30.345)	2,676.90
				$169,276.70

Type Code X231
Hunter Valley Interchange U'xing (Str. No. 9546)(Sta. 926+50.12)(Length 327.69 Lin.Ft.)
(Contract No. 6957)

Provide for Traffic	All Required	(17%)		$ 680.00
Shoring, Cribbing, etc.	All Required	(26%)		2,400.00
Structural Excavation	810	cu.yd.	1.50	1,215.00
Structural Excavation Below Elevation Shown	80	cu.yd.	1.00	80.00
Furnish Treated Timber Piling	560	lin.ft.	1.42	795.20
Furnish 10 BP 42 Steel Piling	2,880	lin.ft.	4.00	11,520.00
Drive Timber Piles	20	only	27.00	540.00
Drive Steel Piles	96	only	35.00	3,360.00
Splice Steel Piles	24	only	35.00	840.00
Class "A" Concrete (630 cu.yd.)	All Required	(26%)		42,000.00
Reinforcement (114,400 lb.)	All Required	(26%)		15,480.00
Structural Steel (359,600 lb.)	All Required	(26%)		102,000.00
Steel Handrail	659	lin.ft.	21.00	13,839.00
Preparation of Slopes	400	sq.yd.	3.50	1,400.00
Concrete Slab Riprap	400	sq.yd.	6.50	2,600.00
PA 1 Reinforced Conc. End Panels	204.2	sq.yd.	24.75	5,053.95
PA 2 Bevine Handrail End Posts	Lump	Sum	(30.645)	2,783.37
				$206,506.52

Type Code X231
Hermiston Interchange U'xing (Str. No. 9541)(Sta. 105[+55.88)(Length 344.11 Lin.Ft.)
(Contract No. 6957)

Provide for Traffic	All Required	(17%)		$ 680.00
Shoring, Cribbing, etc.	All Required	(21%)		2,100.00
Structural Excavation	730	cu.yd.	1.50	1,095.00
Structural Excavation Below Elevation Shown	70	cu.yd.	1.00	70.00
Furnish Treated Timber Piling	640	lin.ft.	1.42	908.80
Furnish 10 BP 42 Steel Piling	2,500	lin.ft.	4.00	10,320.00
Drive Timber Piles	20	only	27.00	540.00
Drive Steel Piles	86	only	35.00	3,010.00
Splice Steel Piles	21	only	35.00	735.00

Class "A" Concrete (500 cu.yd.)	All Required (27%)			$ 38,500.00
Reinforcement (105,800 lb.)	All Required (22%)			14,190.00
Structural Steel (309,300 lb.)	All Required (21%)			69,290.00
Steel Handrail	612 lin.ft.		21.00	12,852.00
Preparation of Slopes	380 sq.yd.		3.50	1,330.00
Concrete Slab Riprap	380 sq.yd.		6.50	2,470.00
PA 1 Reinforced Conc. End Panels	178.6 sq.yd.		24.75	4,420.35
PA 2 Revise Handrail End Posts	Lump Sum (11.345)			2,000.51
				$183,472.66

Type Code I231
Meeker Road U'xing (Br. No. 9122)(Sta. 1267+75.77)(Length 288.63 Lin.Ft.)
(Contract No. 6957)

Provide for Traffic	All Required (17%)			$ 680.00
Shoring, Cribbing, etc.	All Required (16%)			1,600.00
Structural Excavation	550 cu.yd.		1.50	825.00
Structural Excavation Below Elevation Shown	50 cu.yd.		1.00	50.00
Furnish Treated Timber Piling	4,734 lin.ft.		1.42	6,750.68
Drive Timber Piles	135 only		27.00	3,645.00
Class "A" Concrete (447 cu.yd.)	All Required (17%)			29,750.00
Reinforcement (82,800 lb.)	All Required (17%)			10,965.00
Structural Steel (281,000 lb.)	All Required (19%)			60,750.00
Steel Handrail	581 lin.ft.		21.00	12,201.00
Preparation of Slopes	310 sq.yd.		3.50	1,085.00
Concrete Slab Riprap	310 sq.yd.		6.50	2,015.00
PA 1 Reinforced Conc. End Panels	140.33 sq.yd.		24.75	3,473.17
PA 2 Revise Handrail End Posts	Lump Sum (11.345)			1,000.52
				$154,790.37
				$860,660.55
Flagging (57½ of Contractor's Cost)				1,000.00
			Subtotal	$861,660.55
			10% Engr. & Cont.	86,165.45
			Total	$947,826.00

Length of Roadway	0.00 mile
Length of Structures	0.00 mile
Overall length of project	17.361 miles

SUMMARY OF COSTS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 114,651.00	$ 105,750.00	$ 8,901.00
Signing	81,267.00	74,900.00	6,367.00
Structures (5)	947,826.00	874,350.00	73,476.00
	$1,143,744.00	$1,055,000.00	$88,744.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1929; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Fr. Plan 630-1098

STATE COPY

Monthly transaction number 5-5	FC PR-2A (REV. 10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project report number 8	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Morrow & Umatilla
Modification number 1 6957	4-18-67 (PPM 21-7)	Project number I-80N-5(23)169

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on December 12, 1966, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,118,367	$ 1,119,797
Federal funds	$ 1,031,500.00	$ 1,032,800.00
Other revisions		

This modification is made for the following reasons:

To include estimated amount for approved extra work orders.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 18th day of April, 1967.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. K. Laboe

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration

By L. R. Backlund
L. R. Backlund, Division Administrator Manager

US COMM-DC 26364-P65

Oregon State Highway Department

Federal-Aid
Project No. I-80N-5(23)169

IRRIGON JCT.-STANFIELD JCT. SECTION

OF THE OLD OREGON TRAIL HIGHWAY IN

MORROW AND UMATILLA COUNTIES

(Revised estimate as a basis for modification of project agreement. Based on low bid prices. This estimate revised to include items retained in program status.)

Salem, Oregon, April 6, 1967

Type Code 6201
Roadway (Paterson Ferry Road Sta. 35+00 to Sta. 115+00)(Contract 6957)

Previous subtotal on estimate of Nov. 30, 1966		$102,928.50
EWO #2 Reconstruct Fence	All Required	300.00
EWO #3 Salvage and Reinstall Culvert Pipe	All Required	1,000.00
		$ 1,300.00
	Subtotal	$104,228.50
	10% Engr. & Cont.	10,422.50
		$114,651.00

Type Code X002
Signing (Station 436+74 to Sta. 1353+40)(Contract 6957)

Previous total on estimate dated Nov. 30, 1966	$ 81,267.00

Type Code X231
5 Structures

Previous total on estimate dated Nov. 30, 1966		$923,879.00
	Total	$1,119,797.00

Length of Roadway - - - - - - 0.00 Mile
Length of Structures- - - - 0.00 Mile
Over-all Length of Project- 17.361 Miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 114,651.00	$ 105,700.00	$ 8,951.00
Signing	81,267.00	74,900.00	6,367.00
Structures (5)	923,879.00	852,200.00	71,679.00
	$1,119,797.00	$1,032,800.00	$86,997.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

STATE COPY

Form Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO.	FORM PR-2 (Rev. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
12-115		Oregon
PROJECT REPORT NO.	FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	COUNTY
4	12-12-66	Morrow and Umatilla
		PROJECT NO. I-80N-5(23)169

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Irrigon Jct.-Stanfield Jct. Section.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-27-66	0.00
OTHER (Specify)		

FUNDS @ Rate 92.25

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,118,367	$ 1,031,500.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

A. W. PARSONS, Division Engineer

By L.R. Backlund, Administrative Manager
(Division Engineer)

Date executed by Division Engineer DEC 12 1966

Oregon State Highway Department

Federal-Aid
Project No. I-80N-5(23)169

IRRIGON JCT.-STANFIELD JCT. SECTION

OF THE OLD OREGON TRAIL HWY, IN MORROW

AND UMATILLA COUNTIES

Project agreement estimate

Salem, Oregon, November 30, 1966

Type Code 6201
Roadway (Paterson Ferry Road - Sta. 35+00 to Sta. 115+00)(Contract No. 6957)

Clearing & Grubbing	All Required		$ 5,000.00
Ditch Excavation, Unclassified	15 cu.yd.	5.00	75.00
Embankment in Place	108,500 cu.yd.	0.38	41,230.00
Finishing Roadbed & Slopes	All Required		1,500.00
Trench Excavation	25 cu.yd.	5.00	125.00
Watering	240 M-gal.	5.00	1,200.00
3/4" - 0 Material in Base	2,350 cu.yd.	3.50	8,225.00
Stone Base	7,000 cu.yd.	3.00	21,000.00
Aggregate in Asphalt Macadam	980 cu.yd.	7.10	6,958.00
120-150 Asphalt in Asphalt Macadam	75 ton	58.50	4,387.50
RS-1 Asphalt in Asphalt Macadam	20 ton	61.50	1,230.00
24-inch Culvert Pipe	70 lin.ft.	7.00	490.00
Guard Rail	2,100 lin.ft.	2.80	5,880.00
Extra Guard Rail Posts	30 only	10.00	300.00
Gravel Blanket	1,800 cu.yd.	1.50	2,700.00
Roadside Seeding	4 acre	600.00	2,400.00
Grass Seed, Crested Wheatgrass	40 lb.	1.00	40.00
Grass Seed, Hard Fescue	18 lb.	1.00	18.00
Grass Seed, Big Sherman Bluegrass	18 lb.	1.00	18.00
Inorganic Fertilizer (10-16-8)	16 cwt.	9.50	152.00
	Subtotal		$102,928.50
	10% Engr. & Cont.		10,292.50
	Total		$113,221.00

Type Code Y002
Signing (Sta. 436+74 to Sta. 1353+40)(Contract No. 6957)

Sign Support Footings	All Required	$ 10,000.00
Breakaway Sign Supports	All Required	15,000.00
Single Sign Supports	All Required	3,225.00
Double Sign Supports	All Required	3,840.00
Structure Mounts	All Required	335.00
Painted Wood Sign Posts	All Required	3,750.00

Type "A" and "B" Signs in Place	4,249 sq.ft.	6.80	$ 28,893.20
Type "C", "D" & "E" Signs in Place	1,677 sq.ft.	3.85	6,456.45
Type "E", "F" & "G" Signs in Place	460 sq.ft.	4.00	1,840.00
Type "P" & "Q" Signs in Place	90 sq.ft.	6.00	540.00
	Subtotal		$ 73,879.65
	10% Engr. & Cont.		7,387.35
	Total		$ 81,267.00

Type Code X231
Paterson Ferry Road U'xing (Br. No. 9640)(Sta. 436+79.85)(Length 264.88 Lin.Ft.)
(Contract No. 6957)

Provide for Traffic	All Required (32%)		$ 1,280.00
Shoring, Cribbing, etc.	All Required (18%)		1,800.00
Structural Excavation	600 cu.yd.	1.50	900.00
Structural Excavation Below Elevation Shown	60 cu.yd.	1.00	60.00
Furnish Treated Timber Piling	680 lin.ft.	1.42	965.60
Furnish 10 BP 42 Steel Piling	3,150 lin.ft.	4.00	12,600.00
Drive Timber Piles	20 only	27.00	540.00
Drive Steel Piles	90 only	35.00	3,150.00
Splice Steel Piles	22 only	35.00	770.00
Class "A" Concrete (444 cu.yd.)	All Required (17%)		29,750.00
Reinforcement (78,900 lb.)	All Required (17%)		10,965.00
Structural Steel (237,500 lb.)	All Required (16%)		68,000.00
Steel Handrail	533 lin.ft.	21.00	11,193.00
Preparation of Slopes	320 sq.yd.	3.50	1,120.00
Concrete Slab Riprap	320 sq.yd.	6.50	2,080.00
			$145,173.60

Type Code X231
Ordnance Interchange U'xing (Br. No. 9539)(Sta. 799+00)(Length 283.61 Lin.Ft.)
(Contract No. 6957)

Provide for Traffic	All Required (17%)		$ 680.00
Shoring, Cribbing, etc.	All Required (21%)		2,100.00
Structural Excavation	710 cu.yd.	1.50	1,065.00
Structural Excavation Below Elevation Shown	70 cu.yd.	1.00	70.00
Furnish Treated Timber Piling	640 lin.ft.	1.42	908.80
Furnish 10 BP 42 Steel Piling	2,280 lin.ft.	4.00	9,120.00
Drive Timber Piles	20 only	27.00	540.00
Drive Steel Piles	76 only	35.00	2,660.00
Splice Steel Piles	19 only	35.00	665.00

Class "A" Concrete (541 cu.yd.)	All Required (20%)		$ 35,000.00
Reinforcement (96,700 lb.)	All Required (20%)		12,900.00
Structural Steel (296,200 lb.)	All Required (20%)		85,000.00
Steel Handrail	571 lin.ft.	21.00	11,991.00
Preparation of Slopes	390 sq.yd.	3.50	1,365.00
Concrete Slab Riprap	390 sq.yd.	6.50	2,535.00
			$166,599.80

Type Code X231
Meadow Valley Interchange U'xing (Br. No. 9540)(Sta. 926+50.12)(Length 327.69 Lin.Ft.)
(Contract No. 6957)

Provide for Traffic	All Required (17%)		$ 680.00
Shoring, Cribbing, etc.	All Required (24%)		2,400.00
Structural Excavation	810 cu.yd.	1.50	1,215.00
Structural Excavation Below Elevation Shown	80 cu.yd.	1.00	80.00
Furnish Treated Timber Piling	560 lin.ft.	1.42	795.20
Furnish 10 BP 42 Steel Piling	2,880 lin.ft.	4.00	11,520.00
Drive Timber Piles	20 only	27.00	540.00
Drive Steel Piles	96 only	35.00	3,360.00
Splice Steel Piles	24 only	35.00	840.00
Class "A" Concrete (630 cu.yd.)	All Required (24%)		42,000.00
Reinforcement (114,400 lb.)	All Required (24%)		15,480.00
Structural Steel (359,600 lb.)	All Required (24%)		102,000.00
Steel Handrail	659 lin.ft.	21.00	13,839.00
Preparation of Slopes	400 sq.yd.	3.50	1,400.00
Concrete Slab Riprap	400 sq.yd.	6.50	2,600.00
			$198,749.20

Type Code X231
Hermiston Interchange U'xing (Br. No. 9541)(Sta. 1056+55.88)(Length 304.11 Lin.Ft.)
(Contract No. 6957)

Provide for Traffic	All Required (17%)		$ 680.00
Shoring, Cribbing, etc.	All Required (21%)		2,100.00
Structural Excavation	730 cu.yd.	1.50	1,095.00
Structural Excavation Below Elevation Shown	70 cu.yd.	1.00	70.00
Furnish Treated Timber Piling	640 lin.ft.	1.42	908.80
Furnish 10 BP 42 Steel Piling	2,580 lin.ft.	4.00	10,320.00
Drive Timber Piles	20 only	27.00	540.00
Drive Steel Piles	86 only	35.00	3,010.00
Splice Steel Piles	21 only	35.00	735.00

Class "A" Concrete (580 cu.yd.)	All Required (22%)		$ 38,500.00
Reinforcement (105,800 lb.)	All Required (22%)		14,190.00
Structural Steel (309,300 lb.)	All Required (21%)		89,250.00
Steel Handrail	612 lin.ft.	21.00	12,852.00
Preparation of Slopes	380 sq.yd.	3.50	1,330.00
Concrete Slab Riprap	380 sq.yd.	6.50	2,470.00
			$178,050.80

Type Code X231
Meadow Road U'ring (Br. No. 9422)(Sta. 1287+75.77)(Length 288.63 Lin.Ft.)
(Contract No. 6957)

Provide for Traffic	All Required (17%)		$ 680.00
Shoring, Cribbing, etc.	All Required (16%)		1,600.00
Structural Excavation	550 cu.yd.	1.50	825.00
Structural Excavation Below Elevation Shown	50 cu.yd.	1.00	50.00
Furnish Treated Timber Piling	4,754 lin.ft.	1.42	6,750.68
Drive Timber Piles	135 only	27.00	3,645.00
Class "A" Concrete (447 cu.yd.)	All Required (17%)		29,750.00
Reinforcement (82,800 lb.)	All Required (17%)		10,965.00
Structural Steel (281,000 lb.)	All Required (19%)		80,750.00
Steel Handrail	581 lin.ft.	21.00	12,201.00
Preparation of Slopes	310 sq.yd.	3.50	1,085.00
Concrete Slab Riprap	310 sq.yd.	6.50	2,015.00
			$150,316.68

	$838,890.08
Flagging (57½ of Contractor's Cost)	1,000.00
Subtotal	$839,890.08
10% Engr. & Cont.	83,988.92
Total	$923,879.00

Length of Roadway	0.00 mile
Length of Structures	0.00 mile
Overall length of project	17.361 miles

Retained in Program Status

Reconstruct Fence (EWO)	All Required	$ 300.00
Salvage and Reinstall Culvert Pipe	All Required	1,000.00
		$ 1,300.00
	10% Engr. & Cont.	130.00
		$ 1,430.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$113,221.00	$104,400.00	$ 8,821.00
Signing	81,267.00	74,900.00	6,367.00
Structures (5)	923,879.00	852,200.00	71,679.00
Subtotal	$ 1,118,367.00	$1,031,500.00	$86,867.00
Retained in Program	1,430.00	1,300.00	130.00
Total	$ 1,119,797.00	$1,032,800.00	$86,997.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal-Aid
Project No. I-80N-5(23)169

IRRIGON JCT.-STANFIELD JCT. SECTION OF THE

OLD OREGON TRAIL HWY. IN MORROW AND UMATILLA COUNTIES

P.S. and E. Estimate.

Salem, Oregon, October 19, 1966

Type Code 6201
Roadway (Paterson Ferry Road Sta. 35+00 to Sta. 115+00)

Clearing and Grubbing	All Required			$ 500.00
Ditch Excavation, Unclass.	15 cu.yd.	$ 3.00		45.00
Embankment in Place	108,500 cu.yd.	0.85		92,225.00
Finishing Roadbed and Slopes	All Required			1,500.00
Trench Excavation	25 cu.yd.	3.50		87.50
Watering	240 M-gal.	3.00		720.00
3/4" - 0 Material in Base	2,350 cu.yd.	3.60		8,460.00
Stone Base	7,000 cu.yd.	3.50		24,500.00
Aggregate in Asphalt Macadam	980 cu.yd.	5.50		5,390.00
120-150 Asphalt in Asphalt Macadam	75 ton	55.00		4,125.00
RS-1 Asphalt in Asphalt Macadam	20 ton	57.00		1,140.00
24-inch Culvert Pipe	70 lin.ft.	8.00		560.00
Guard Rail	2,100 lin.ft.	2.75		5,775.00
Extra Guard Rail Posts	30 only	12.00		360.00
Gravel Blanket	1,800 cu.yd.	1.50		2,700.00
Roadside Seeding	4 acre	100.00		400.00
Grass Seed, Crested Wheatgrass	40 lb.	1.50		60.00
Grass Seed, Hard Fescue	18 lb.	1.50		27.00
Grass Seed, Big Sherman Bluegrass	18 lb.	1.50		27.00
Inorganic Fertilizer (10-16-8)	16 cwt.	8.00		128.00
		Subtotal		$ 148,729.50
		10% Engr. & Cont.		14,872.50
		Total		$ 163,602.00

Type Code Y002
Signing (Sta. 436+74 to Sta. 1353+40)

Sign Support Footings	All Required		$ 14,000.00
Breakaway Sign Supports	All Required		26,800.00
Single Sign Supports	All Required		3,500.00
Double Sign Supports	All Required		4,800.00
Structure Mounts	All Required		1,100.00
Painted Wood Sign Posts	All Required		6,850.00
Type "A" and "B" Signs in Place	4,249 sq.ft.	$ 8.00	33,992.00
Type "C", "D" and "R" Signs in Place	1,677 sq.ft.	4.50	7,546.50
Type "E", "F" and "G" Signs in Place	460 sq.ft.	5.00	2,300.00
Type "P" and "Q" Signs in Place	90 sq.ft.	7.00	630.00
		Subtotal	$ 101,518.50
		10% Engr. & Cont.	10,151.50
		Total	$ 111,670.00

Type Code X231
Paterson Ferry Road U'xing (Br. No. 9640) (Sta. 436+79.85) (Length 264.88 lin.ft.)

Provide for Traffic	All Req. (32%)		$ 2,880.00
Shoring, Cribbing, etc.	All Req. (18%)		3,600.00
Structural Excavation	600 cu.yd.	$ 6.00	3,600.00
Structural Excavation Below Elevation Shown	60 cu.yd.	10.00	600.00
Furnish Treated Timber Piling	680 lin.ft.	1.80	1,224.00
Furnish 10 BP 42 Steel Piling	3,150 lin.ft.	5.50	17,325.00
Drive Timber Piles	20 only	80.00	1,600.00
Drive Steel Piles	90 only	80.00	7,200.00
Splice Steel Piles	22 only	40.00	880.00
Class "A" Concrete (444 cu.yds. @ $90.00)	All Req. (17%)		40,422.60
Reinforcement (78,900 lbs. @ $0.14)	All Req. (17%)		11,390.68
Structural Steel (237,500 lbs. @ $0.34)	All Req. (16%)		80,707.84
Steel Handrail	533 lin.ft.	26.00	13,858.00
Preparation of Slopes	320 sq.yd.	2.00	640.00
Concrete Slab Riprap	320 sq.yd.	8.00	2,560.00
			$ 188,488.12

Type Code X231
Ordnance Interchange U'xing (Br. No. 9539) (Sta. 799+00) (Length 283.61 lin.ft.)

Provide for Traffic	All Req. (17%)		$ 3,530.00
Shoring, Cribbing, etc.	All Req. (21%)		4,200.00
Structural Excavation	710 cu.yd.	6.00	4,260.00
Structural Excavation Below Elevation Shown	70 cu.yd.	10.00	700.00
Furnish Treated Timber Piling	640 lin.ft.	1.80	1,152.00
Furnish 10 BP 42 Steel Piling	2,280 lin.ft.	5.50	12,540.00
Drive Timber Piles	20 only	80.00	1,600.00
Drive Steel Piles	76 only	80.00	6,080.00
Splice Steel Piles	19 only	40.00	760.00
Class "A" Concrete (541 cu.yds. @ $90.00)	All Req. (20%)		47,556.00
Reinforcement (96,700 lbs. @ $0.14)	All Req. (20%)		13,400.80
Structural Steel (296,200 lbs. @ $0.34)	All Req. (20%)		100,884.80
Steel Handrail	571 lin.ft.	26.00	14,846.00
Preparation of Slopes	390 sq.yd.	2.00	780.00
Concrete Slab Riprap	390 sq.yd.	8.00	3,120.00
			$ 213,409.60

Type Code X231
Meadow Valley Interchange U'xing (Br. No. 9540)(Sta. 926+50.12)(Length 327.69 lin.ft.)

Provide for Traffic	All Req. (17%)		$ 1,530.00
Shoring, Cribbing, etc.	All Req. (24%)		4,800.00
Structural Excavation	810 cu.yd.	$ 6.00	4,860.00
Structural Excavation Below Elevation Shown	80 cu.yd.	10.00	800.00
Furnish Treated Timber Piling	560 lin.ft.	1.80	1,008.00
Furnish 10 BP 42 Steel Piling	2,880 lin.ft.	5.50	15,840.00
Drive Timber Piles	20 only	80.00	1,600.00
Drive Steel Piles	96 only	80.00	7,680.00
Splice Steel Piles	24 only	40.00	960.00
Class "A" Concrete (630 cu.yds. @ $90.00)	All Req. (24%)		57,067.20
Reinforcement (114,400 lbs. @ $0.14)	All Req. (24%)		16,080.96
Structural Steel (359,600 lbs. @ $0.34)	All Req. (24%)		121,061.76
Steel Handrail	659 lin.ft.	26.00	17,134.00
Preparation of Slopes	400 sq.yd.	2.00	800.00
Concrete Slab Riprap	400 sq.yd.	8.00	3,200.00
			$ 254,421.92

Type Code X231
Hermiston Interchange U'xing (Br. No. 9541)(Sta. 1056+55.88)(Length 304.11 lin.ft.)

Provide for Traffic	All Req. (17%)		$ 1,530.00
Shoring, Cribbing, etc.	All Req. (21%)		4,200.00
Structural Excavation	730 cu.yd.	$ 6.00	4,380.00
Structural Excavation Below Elevation Shown	70 cu.yd.	10.00	700.00
Furnish Treated Timber Piling	640 lin.ft.	1.80	1,152.00
Furnish 10 BP 42 Steel Piling	2,580 lin.ft.	5.50	14,190.00
Drive Timber Piles	20 only	80.00	1,600.00
Drive Steel Piles	86 only	80.00	6,880.00
Splice Steel Piles	21 only	40.00	840.00
Class "A" Concrete (580 cu.yds. @ $90.00)	All Req. (22%)		52,311.60
Reinforcement (105,800 lbs. @ $0.14)	All Req. (22%)		14,740.88
Structural Steel (309,300 lbs. @ $0.34)	All Req. (21%)		105,929.04
Steel Handrail	612 lin.ft.	26.00	15,912.00
Preparation of Slopes	380 sq.yd.	2.00	760.00
Concrete Slab Riprap	380 sq.yd.	8.00	3,040.00
			$ 228,165.52

Type Code X231
Meadow Road U'xing (Br. No. 9422) (Sta. 1287+75.77) (Length 288.63 lin.ft.)

Provide for Traffic	All Req. (17%)		$ 1,530.00
Shoring, Cribbing, etc.	All Req. (16%)		3,200.00
Structural Excavation	550 cu.yd.	$ 6.00	3,300.00
Structural Excavation Below Elevation Shown	50 cu.yd.	10.00	500.00
Furnish Treated Timber Piling	4,754 lin.ft.	1.80	8,557.20
Drive Timber Piles	135 only	80.00	10,800.00
Class "A" Concrete (447 cu.yds. @ $90.00)	All Req. (17%)		40,422.60
Reinforcement (82,800 lbs. @ $0.14)	All Req. (17%)		11,390.68
Structural Steel (281,000 lbs. @ $0.34)	All Req. (19%)		95,840.56
Steel Handrail	581 lin.ft.	26.00	15,106.00
Preparation of Slopes	310 sq.yd.	2.00	620.00
Concrete Slab Riprap	310 sq.yd.	8.00	2,480.00
			$ 193,747.04
Flagging (57½% of Contractor's Cost)	All Required		1,000.00
		Subtotal	$1,079,232.20
		10% Engr. & Cont.	107,922.80
		Total	$1,187,155.00

Length of Roadway - - - - - 0.00 Miles
Length of Structures- - - - 0.00 Miles
Over-all Length of Project- 17.361 "

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 163,602.00	$ 150,900.00	$ 12,702.00
Signing	111,670.00	103,000.00	8,670.00
Structures (5)	1,187,155.00	1,095,100.00	92,055.00
	$1,462,427.00	$1,349,000.00	$113,427.00

Type Code X231
Meadow Road U'xing (Br. No. 9422) (Sta. 1287+75.77) (Length 288.63 lin.ft.)

Provide for Traffic	All Req. (17%)		$ 1,530.00
Shoring, Cribbing, etc.	All Req. (16%)		3,200.00
Structural Excavation	550 cu.yd.	$ 6.00	3,300.00
Structural Excavation Below Elevation Shown	50 cu.yd.	10.00	500.00
Furnish Treated Timber Piling	4,754 lin.ft.	1.80	8,557.20
Drive Timber Piles	135 only	80.00	10,800.00
Class "A" Concrete (447 cu.yds. @ $90.00)	All Req. (17%)		40,422.60
Reinforcement (82,800 lbs. @ $0.14)	All Req. (17%)		11,390.68
Structural Steel (281,000 lbs. @ $0.34)	All Req. (19%)		95,840.56
Steel Handrail	581 lin.ft.	26.00	15,106.00
Preparation of Slopes	310 sq.yd.	2.00	620.00
Concrete Slab Riprap	310 sq.yd.	8.00	2,480.00
			$ 193,747.04
Flagging (57½% of Contractor's Cost)	All Required		1,000.00
		Subtotal	$1,079,232.20
		10% Engr. & Cont.	107,922.80
		Total	$1,187,155.00

Length of Roadway - - - - - - 0.00 Miles
Length of Structures- - - - 0.00 Miles
Over-all Length of Project- 17.361 "

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 163,602.00	$ 150,900.00	$ 12,702.00
Signing	111,670.00	103,000.00	8,670.00
Structures (5)	1,187,155.00	1,095,100.00	92,055.00
	$1,462,427.00	$1,349,000.00	$113,427.00

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FINAL CONSTRUCTION INSPECTION REPORT
INTERMEDIATE CONSTRUCTION INSPECTION REPORT
(PPM 20-6.1)

REGION NO.	REPORT NO.	COUNTY	STATE
I-80N-5(23)169		Umatilla & Morrow	Oregon
DATE OF INSPECTION	INSPECTION MADE BY		PROJECT NO.
12-12-67 (695)	R. A. Nichols, Area Engr		I-80N-5(23)169
IN COMPANY WITH	Alfred Shirley, Jr., Asst Div Engr, OSHD		
QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	A. 106 %	100 %

REMARKS (1) COMPLETED WORK: (2) WORK IN PROGRESS: (3) COMMENTS AND RECOMMENDATIONS

IRRIGON JUNCTION - STANFIELD JUNCTION SECTION
OLD OREGON TRAIL HIGHWAY
Grading, Oiling, Structures, and Signing

The contract work was essentially completed except for seeding and general cleanup on September 19, 1967. A semi-final inspection was made on this date during which several signing deficiencies were noted. The contractor completed correcting these deficiencies on September 22, 1967. He continued removing detours and erecting fences under an Extra Work Order until October 12, 1967. He then burned weeds in the vicinity of Patterson Ferry Road between October 13 and October 23. He was permitted to complete the required seeding on October 26, 1967. The contractor could have seeded before this date but was not allowed to do so because of unsuitable planting weather.

The estimated final cost of the contract items is $1,057,565, about 4% over the original bid amount of $1,015,698.23. The major overruns or underruns are as follows:

Item No. 3, Embankment in Place - Contract amount, 108,500 CY; final amount, 92,900 CY; underrun, 15,599 CY or 14.4%. The final amount used was only 5,977 CY or 6.6% below the plan quantities which is well within a reasonable estimating error.

Item No. 6, Watering - Contract amount, 240 M-gals; final amount, 651 M-gals; overrun, 411 M-gals. or 171%. Due to extremely hot and dry summer, more water was required than anticipated.

Item No. 7, 3/4" - 0 Material in Base - Contract amount, 2150 CY; final amount, 1954 CY; underrun 396 CY or 16.9%. The final amount used was only 177 CY less than the plan quantity of 2131 CY and again this was well within a reasonable estimating error.

Item No. 8, Stone Base - Contract amount, 7000 CY; final amount, 8299 CY; overrun, 1299 CY or 18.6%. It was necessary to use all this material in order to get the plan depth of the base material.

Item No. 15, Gravel Blanket - Contract amount, 1800 CY; final amount, 3908 CY; overrun, 2108 CY or 117%. It was necessary to cover more area than originally anticipated in order to control wind erosion.

(more) Morgan 1-10-68

EDITION OF 5-60 MAY BE USED

Item No. 16, Roadside Seeding - Contract amount, 4 acres; final amount, 8.98 acres, overrun, 5.98 acres or 124%. The original estimate was for the Patterson Ferry Road only. The overrun was caused by seeding the detour and crossover areas which were removed under Extra Work Order No. 4. This increase in acreage caused the corresponding overrun in Items 17, Grass Seed Created Wheatgrass; Item 18, Grass Seed Hard Fescue; Item 19, Grass Seed Big Sherman Bluegrass; and Item 20, Inorganic Fertilizer.

Item No. 34, Structural Excavation below Elevation Shown - Contract amount, 330 CY; final amount, 0; underrun, 330 CY or 100%. It was not necessary to excavate the low grade to get the foundation support desired.

Item No. 42, Structural Steel - This item was originally bid as a lump sum item due to sign revision. It was necessary to use 16,300 pounds of structural steel more than what was shown on the original plans.

Additional estimated final cost to the project due to change orders are as follows:

PA #1 covering the installation of reinforced concrete panels at bridge ends 9540, 9541, and 9422 - $12,947.

PA #2 covering revision of handrail tubing and end posts to conform to the new standard drawing - $8823.

PA #3 covering the cost of furnishing and placing stone base and Class "B" asphalt for road approaches at Bridge No. 9539 - $1215.

PA #4 covering the cost of constructing the drip strip on all the bridges - $261.56.

PA #5 covering the deduction for not driving certain foundation piles to the specified penetration. Credit to the project - $860.

PA #6 covering the cost of furnishing and placing ballast concrete - $2911.30.

PA #7 covering the cost of the cement used in addition to that specified - $245.53.

EWO #1 covering the State's share of the flagging costs - $2177.

EWO #2 covering the cost of reconstructing fence. It was necessary to remove the right of way fence to construct the north and south fills of Patterson Ferry Road - $388.27.

(more)

EWO #3 covering the cost of salvaging and reinstalling culvert pipe in north and south fills at Ordnance Interchange, Meadow Valley Interchange, and Harriston Interchange - $1842.

EWO #4 covering the cost of removing temporary crossings at the Ordnance, Meadow Valley, and Harriston Interchanges and Meadow Valley Undercrossing - $10,372.82.

EWO #5 covering the cost of moving and adjusting certain guardrail posts to comply with the new safety standards - $1384.11.

EWO #6 covering the cost of adjusting signs 10 and 11 at the south end of the Ordnance Interchange - $31.88.

SFO #1 covering the cost of loading and hauling pile cutoffs - $1140.

SFO #2 covering the cost of installation of thermoplastic cattle guard at Sta 94+50 on the Patterson Ferry Road - $250.

The contractor has requested a 12-day time extension on Phase A of this contract. Reasons given for this request are:

1. The State requested that the contractor shut down all operations during the normal 4th of July holiday. The contractor claims he lost 1 day of anticipated working time due to this request.

2. Ten-day delay due to revisions of the handrail.

3. Twelve-day delay due to addition to the project of bridge end panels covered by Price Agreement No. 1.

4. Four-day delay due to changes in structural steel details.

5. Fourteen-day delay due to the State's delay in not approving Western Steel Company's drawing for fabrication.

The contractor recognized that many of the above delays were concurrent. He therefore requested a time extension of 12 days. He has also stated that he would request a time extension on Phase B; however, the details of this request were not known at the time of the inspection.

The project records reviewed indicated that the materials incorporated into the project substantially met specification requirements.

RECEIVED
DEC 8 - 1967
FOR FILING

I-80N-5(23)169

6957

December 8, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Irrigon Junction-Stanfield
Junction Section
Contract No. 6957
FAP No. I-80N-5(23)169

Dear Sir:

This contract allotted 250 calendar days to complete the Ordnance Interchange Undercrossing (Bridge 9539), the Meadow Valley Interchange Undercrossing (Bridge 9540), the Hermiston Interchange Undercrossing (Bridge 9541) and the Meadow Road Undercrossing (Bridge 9422), and 290 calendar days to complete all other work.

The 250 calendar days allotted for the four structures forecast a completion date of August 12, 1967. The work was actually completed August 24, 1967 with a 12-day overrun of the allotted time.

Numerous plan changes and items of extra work added affected the contractor's overall progress. Principal items contributing to the delay were foundation plan changes at the Ordnance and Meadow Valley structures (Price Agreements 5 and 6, in the amount of $2,051), rail changes on all of the structures (Price Agreement 2, in the amount of $8,823) and addition of paving slabs at the ends of four of the structures (Price Agreement 1, in the amount of $5,940).

It is not possible to assess a definite time delay for each of the items as to their effect on the overall job progress. Lack of pile penetration at the Ordnance and Meadow Valley Interchange sites (Price Agreements 5 and 6) delayed the contractor an estimated 5 days in moving

equipment to other sites to continue working while a determination was being made as to the proper solution to the problem of lack of pile penetration. Negotiations for the rail change started February 14, 1967; final shop details were approved April 11, 1967; and final rail sections were shipped to the job site August 2, 1967 and placed August 15, 1967, 3 days after the expiration of the allotted time. Placement of the reinforced paving slabs at the bridge ends (Price Agreement 1) delayed the contractor's final cleanup of the bridge sites an indefinite time. In addition to the foregoing, the work was shut down during the period July 1, to July 4 inclusive, 4 calendar days, on order of the State because of holiday traffic in the area.

A 12 calendar day extension without assessment of liquidated damages is reasonable for this phase of the work.

The 290 days allotted for the "all other work" phase forecast a completion date of September 21, 1967. The work was actually completed on October 26, 1967, with a 35-day overrun of the allotted time.

All original contract work, except Bid Item 16 "Roadside Seeding" and related items, was complete and all structures and interchanges were opened to traffic on September 21, 1967 (the end of the allotted calendar days). Work on Extra Work Order No. 4 (obliteration of detours, et cetera) was completed September 26, 1967; work on Extra Work Order No. 7 (sign changes) was completed September 27, 1967; and work on Extra Work Order No. 2 (fencing) was completed October 12, 1967, 21 days after expiration of the allotted time.

The contractor was notified on July 19, 1967 by the Resident Engineer that no seeding would be permitted until approximately October, or when more favorable weather conditions prevailed. He was notified by letter dated September 25, 1967 that seeding could proceed. The contractor's subcontractor completed the seeding on October 26, 1967, 35 days after expiration of the allotted time. Delay in completing the seeding was due to a change

in commitments on the part of the subcontractor, which was the result of delays to the contractor's original construction schedule due to extra work.

With your concurrence, I propose to recommend to the Highway Commission that the contractor be granted a 12-day extension on Phase 1 and a 35-day extension on Phase 2, both without assessment of liquidated damages. This assesses the contractor no liquidated damages.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
Ivan Merchant
L. H. Young

CAG:smd ja

RECEIVED GOVT. MENT
NOV 6 1967
FOR FILING

Memorandum

I-80N-5(23)169

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: November 22, 1967

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : G. R. Brooks, Assistant Division Engineer
Salem, Oregon

NOTED
F. B. KLABOE

SUBJECT: Oregon Inspection-in-Depth
Quality and Cost Control

We have completed our Statewide inspection-in-depth, Quantity and Cost Control - Phase 24. The inspections were made during the period June - October 1967.

We reviewed 12 projects which were located in 5 of the 6 State Highway divisions. The projects reviewed were as follows:

Division	Project Number	Project Name
Metro	I-405-8(13)	NW. Johnson - SW. Montgomery
	U-318(10)	Vista Ridge Eastbound Tunnel
1	I-80N-2(34)	Bonneville - Hood River County Line
	I-80N-2(35)	Cascade Locks - Mitchell Point
	F-240(3)	Forest Grove - Gaston
2	F-59(3)	Holmes Gap - Basket Slough
	ER-171(2)	Wilson River Highway Milepoint 6.9
	F-221(11)	Delena - Rainier
3	F-111(9)	Glen Aiken Creek - Gray Creek
5	I-80N-5(23)	Irrigon Junction - Stanfield Junction
	I-80N-5(27)	Stanfield Junction - Pendleton
	F-182(5)	Little Beech Creek - Fall Creek

The inspection and record control procedures at the project level provided good control, were in accordance with Oregon State Highway Department requirements, and were applied uniformly throughout the State.

This inspection disclosed that the Oregon State Highway Department has shown a marked improvement in record keeping practices since the last construction season. No significant findings were disclosed by this inspection-in-depth. We wish to commend the State for their improved record control procedures.

11-27-67
REFERRED TO Edwards
Morgan - Trautman
BY ASST. STATE HWY. ENGR.

Good work!

RECEIVED
NOV 24 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

cc Young

I-5(N)-5(23)164

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

NAME OF JOB: Irrigon Jct. - Stanfield Jct.	SECTION: Irrigon Jct. - Stanfield Jct.	WEEK ENDING: November 17, 1967
		SECTION PREFIX: 630-1092
	HIGHWAY: Old Oregon Trail	COUNTY: Umatilla & Morrow
	KIND OF WORK: Grading, Oiling, Structures and Signing	
CONTRACTOR: Hamon Bros. Co.	CONTRACT NUMBER: 6957	FEDERAL AID PROJECT NUMBER: I - 305-5(23)169
DATE OF CONTRACT: November 22, 1966	DATE WORK STARTED: December 14, 1966	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK. MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS A = 250	WORK DAYS USED 262
	SPECIFIED CALENDAR DAYS B = 290	CALENDAR DAYS USED 335
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED A = 105% B = 116%
PROJECT AUTHORIZATION: $1,115,218.02		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%
EXCLUSIVE OF ENGINEERING: $1,015,498.23	ENGINEERING AUTHORIZATION: $21,439.06	
ESTIMATED COST OF COMPLETED PROJECT EXCLUSIVE OF ENGINEERING: $1,015,498.23	ENGINEERING COST TO DATE: $2,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 95%
ESTIMATED PERCENT OVERRUN / UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 13 %	DATE PROJECT WAS COMPLETED: "A" 8/25/67 "B" 10/26/67

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	Grvl. Rod Blanket	Signing
100%	100%	100%	100%	100%		100%

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.52	1.52	1.52	1.52	
MILES PARTIALLY COMPLETED	0.0	0.0	0.0	0.0	
MILES COMPLETED	1.52	1.52	1.52	1.52	
TOTAL ESTIMATED QUANTITIES (CONTRACT)	100,000 CY	9,350 CY	4,000 CY	900 CY	
TOTAL QUANTITIES CORRECTED TO DATE	92,900 CY	10,263 CY	3,908 CY	960 CY	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	92,900 CY	10,263 CY	3,908 CY	960 CY	
AVERAGE DAILY QUANTITIES	0	0	0	0	
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0	0	0	
NUMBER OF SHIFTS PER DAY	0	0	0	0	
HOURS PER SHIFT	0	0	0	0	

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	9540	9539	9540	9543	9522
PERCENT	100%	100%	100%	100%	100%

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 12		0		Completion date on phase "A" was August 24, 1967
MONDAY 13		0		Completion date on phase "B" was October 26, 1967
TUESDAY 14		0		
WEDNESDAY 15		0		
THURSDAY 16		0		
FRIDAY 17		0		
SATURDAY 11		0		

Routing: Decker, Bond, Barbee, Walker, Glenn, Swan, Moralock, Trout, Scott, Willi, Litchfield, Olson

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NOV 20 1967
CONSTRUCTION DIVISION
BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 12	No activity all this week - contract has been completed.
13 MONDAY	
14 TUESDAY	
15 WEDNESDAY	
16 THURSDAY	
17 FRIDAY	
18 SATURDAY	

REMARKS

Status: Final Records and semi-final estimate submitted to Division office November 15 and numerous corrections and additions made Nov. 17, 1967.

"THIS IS THE FINAL WEEKLY REPORT"

SIGNED _____ LOCATION Hermiston

Joe Schlosser Asst. Dist. Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

FORM S-1233 10M 6-67

RECEIVED
DEC 12 - 1967

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

I-80N-5(23)169

6957

STATE COPY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 30, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon 97301

Dear Sir:

This is to advise you that work was completed on October 26, 1967, on Contract No. 6957, Irrigon Jct. -Stanfield Jct. Section, in Morrow and Umatilla Counties, in connection with Federal-Aid Project No. I-80N-5(23)169.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

OREGON DIV. OCT 31 RECEIVED

NOTED
F. B. KLABOE

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

1-2-68
Young

RECEIVED
DEC 12 - 1967

Bureau of Public Roads
Oregon Division Office Endorsement Date 12-12-67

Conditions noted on above date:
None

NOTED
F. B. KLABOE

A. W. Parsons
Division Engineer

cc: Forrest Cooper
L. H. Young

By: G. R. Brooks
G. R. Brooks
District Engineer

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DEC 29 1967
OFFICE OF ENGINEERING

Form E-206—6M

I-80N-5(23)169
I-80N-5(23)169
1957

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Irrigon Jct. -Stanfield Jct. Date October 26, 1967

Highway Old Oregon Trail Contract No. 6957

County Umatilla and Morrow Prefix 630-1092

Contractor Hannan Bros. Co. F. A. Project No. I-80N-5(23)169

Address 8410 S. E. Otty Rd., Portland, Oregon Order No. 4 Supplemental #1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Remove temporary crossings at Ordnance, Meadow Valley, Hermiston Interchanges and Meadow Rd. U'xing, complete fence installation at these locations, complete placement of gravel blanket around ends of approach fills at Hermiston Interchange and Meadow Road U'xing and complete seeding at these locations.

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NOV 7 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Location by station numbers: 766' to 1330

Ordnance Interchange	Sta. 801
Meadow Valley Interchange	Sta. 926
Hermiston Interchange	Sta. 1050
Meadow Road U'xing	Sta. 1288

Estimate of quantities and cost:

"Original"		"Revised Total Amount"	
Labor	$1,300.00	Labor	$1,100.00
Equipment Rental	2,600.00	Equipment Rental	9,200.00
Materials	1,100.00	Materials	300.00
Total	$5,000.00	Total	$10,600.00

NOTED
F. B. KLABOE

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

All work on Contract 6795 (Morrow County Line - Stanfield Jct.) was completed on June 12, 1967, prior to completion of any of the structures on this contract, and temporary crossings with warning signs and amber flashing lights were installed at the four structure locations (grade crossings) in order to route traffic to and from the four-lane highway, until such time as the structures have been completed and

(over)

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$1,145,248.01
Present estimate of project cost, including $5,600.00 for work under this order	$1,145,248.01
Expected under-run / over-run amount	$0.00
Expected under-run / over-run per cent	0.00

Space to right of this line is for use of State Office

Submitted by: /s/ Joe Schlieski
Asst. Resident Engineer

Approval Recommended: /s/ Alfred A. Rear
Asst. Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Alfred Shirley, Jr.
Division Engineer

Approved: /s/ L. H. Young
Deputy State Highway Engineer

P-23577 724

opened to traffic. No provision for the removal of the temporary crossings and access roads and completion of the access control fencing thereupon, was made in the Special Provisions or Plans for the subject project.

Gravel blanket was not placed around the ends of the approach fills at Ordnance, Meadow Valley and Hermiston Interchanges nor at Meadow Road U'xing, on Contract 6795, because it was anticipated that the excavation operations on Contract 6957 would contaminate or destroy most of this blanket. The fills at Brs. 9539 and 9540 are essentially built of granular material (gravel) and require no further blanket to protect against wind erosion, however at Brs. 9541 and 9422, the fills are made of mostly sand, and a gravel blanket is necessary to protect the slopes from wind erosion.

None of the end fill slopes at the above four structures locations were seeded on Contract 6795, either, since the excavation operations would have necessitated reseeding most of the area.

Work was started on August 25, 1967 and essentially completed on October 12, 1967.

Equipment Rental Rates shall be in accordance with the current State-AGC agreement and percentages allowable to the contractor with the special provisions of this contract.

Reasons for the "Revised Total Amount":

At the Meadow Road U'xing: We had originally planned to waste the fill material in the detour road along the southeast side of the structure embankment by pushing this material up onto the fill slope. Because of the amount of material to be wasted this was not possible and a front end loader and 2-20 yd. bottom dump trucks were used to haul the material to the nearest State waste area which was the Hermiston Interchange.

At the Ordnance Structure: A temporary median crossover between Sta. 766 and Sta. 786 was not removed on Contract 6795 and was removed on this Work Order, this material was wasted in a State pit near Ordnance.

It is felt that the original amount estimated for equipment rental was grossly underestimated by this office.

RECEIVED
SEP 12 1967
FOR FILING
I-84N-5(23)169

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: September 6, 1967

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. Klaboe

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-5(23)169, Irrigon Junction - Stanfield Junction Section
Old Oregon Trail Highway
Statewide Inspection-in-Depth, Extra Work Orders and Price Agreements

Transmitted herewith is subject inspection-in-depth performed by our personnel on August 17 and 18, 1967. This is the second inspection-in-depth this year concerning extra work orders and price agreements.

We are pleased to report that no major deficiencies were found and a follow-up inspection will not be required.

9-10-67
orig to Morgan
copy to Young

NOTED
F. B. KLABOE

RECEIVED
SEP 8 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

STATE COPY 35-67-MD(19)14

FORM PR-33D (REV. 10-65) CC OSHD (Klaboe) File 439
Region (3) Admin Mgr
Wash DC thru Region
Div Auditor-In-Charge(3)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION-IN-DEPTH REPORT

(PPM 20-6.1)

(Check appropriate one) [X] ORIGINAL INSPECTION REPORT [ ] FOLLOWUP REPORT

REGION	DIVISION	COUNTY	PROJECT NUMBER
8	Oregon	Morrow & Umatilla	I-80N-5(23)169

DATE OF INSPECTION: 8-17,18-67

PHASE(S) INSPECTED: Extra Work Orders and Price Agreements

INSPECTION MADE BY:
W.N. Bryant, Asst Area Engr
B.C. Bassett, Auditor
M.S. Hawrylciw, Jr., Junior Engr

IN COMPANY WITH:
A.K. Neeley, Regional Const Engr, BPR
R.A. Nichols, Area Engr, BPR
G.D. Abernathy, Res Engr, OSHD
H.S. Coulter, Asst Div Engr, OSHD

REPORT PREPARED BY: M.S. Hawrylciw Jr.

PROJECT INCLUDES
[X] GRADING AND DRAINAGE [ ] BASE [ ] PAVING [X] MAJOR STRUCTURES [X] OTHER (Specify) Oiling and signing

CONTRACTOR (Name and address)
Hannan Bros. Co.
Portland, Oregon

CONTRACT AMOUNT: $1,015,698.23

PROJECT STATUS (% comp.): 91%

LOCATION
This project is located in Morrow and Umatilla counties of northeast Oregon. It begins at Sta. 436+74 about 4 miles east of Irrigon Jct. The end of the project is at Sta. 1353+40, about ½ mile west of the Stanfield-Echo Jct.

REPORT FORMAT: (1) SUMMARY OF FINDINGS: (2) RECOMMENDATION (INCLUDING NEEDED FOLLOWUP ACTION); (3) DETAILED REPORT OF INSPECTION. Part of Statewide Inspection-In-Depth

Inspection Time: 12 man-hours
Travel Time: 24 man-hours
Write-up Time: 3 man-hours

IRRIGON JUNCTION - STANFIELD JUNCTION SECTION
OLD OREGON TRAIL HIGHWAY
MORROW AND UMATILLA COUNTIES
Extra Work Orders and Price Agreement Procedures

I. SCOPE OF INSPECTION

This inspection consisted of a comprehensive review of the State's entire procedure of preparing extra work orders and price agreements and their administration in accordance with contract requirements and issued guidelines. A thorough examination was conducted on randomly selected extra work orders and price agreements to verify their supporting documentation. An approved guideline was used in the interview and notes were recorded in the space provided. This guideline is on file in the Division office.

(more)

II. FINDINGS AND RECOMMENDATIONS

A. Equipment Working Time:

Finding Equipment time should be recorded to the nearest ¼ hour according to Technical Bulletin No. 19, but this requirement is not part of the contract provisions.

Recommendation Make this item a part of the contract provisions.

B. Tabulation of Construction Equipment:

Finding No tabulation available.

Recommendation This is a new requirement and the Resident should obtain this list in accordance with Technical Bulletin No. 19. Equipment used on a rental basis for extra work on force account was found to be adequately documented on each extra work order. The Resident indicated that a tabulation of equipment would be prepared immediately. Further action considered unnecessary.

C. Substantial Overruns or Underruns

Finding According to Technical Bulletin No. 19, price agreements should be submitted to cover substantial overruns or underruns in bid items if the quantity variation is not covered by the Special Provisions. Contract Bid Items 34, Structural Excavation Below Elevation Shown, and 39, Splice Steel Piles, were not used on this project and are not covered by price agreements. The above items represent 100% underruns in quantity, but total only $3,340.00 of the contract amount.

Recommendation While these underruns are considered minor, clarification is needed in either the Standard Specifications or Technical Bulletin No. 19 of what constitutes a substantial overrun or underrun and whether it is based on the quantity or monetary amount of the bid item involved.

D. Extension of Contract Time

Finding Extra work orders and price agreements do not contain provisions for increasing the contract time, should such an increase be warranted by the nature of the work to be performed under the order.

(more)

Recommendation It is strongly recommended that the State consider including a statement regarding time extensions on all price agreements and extra work orders.

III. GENERAL COMMENTS

Our inspection disclosed no major deficiencies in the preparation, documentation, or administration of extra work orders and price agreements. Project documentation is in substantial conformance with issued guidelines and contained adequate information in support of pay quantities. Pending Extra Work Orders No. 4 and No. 5, which have been recommended for approval, were also reviewed and found satisfactory. The Resident Engineer was very cooperative in all phases of this inspection.

I-IN-5(23),169
C 757

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

project agreement ... funds are ... PG-1 P ... AUG 9 ... Dist. Engineer

Project Name Irrigon Jct.-Stanfield Jct. Date August 15, 1967

Highway Old Oregon Trail Contract No. 6957

County Umatilla and Morrow Prefix 630-1092

Contractor Hannan Bros. Co. F. A. Project No. I-80N-5(23)169

Address 8410 S. E. Otty Road, Portland, Oregon Order No. 5

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Move certain wood guardrail posts and install special guardrail sections from end post on structure handrail to nearest adjacent wood guardrail post at bridge ends.

Location by station numbers:

Br. 9640	"PF"	98+60	to	98+75	and 101+32	to 101+50
Br. 9539	"E"	97+80	to	97+93	and 100+75	to 100+85
Br. 9540	"E"	17+40	to	17+70	and 20+85	to 21+08
Br. 9541	"E"	63+62	to	63+87	and 66+77	to 67+01
Br. 9422	"E"	10+19	to	10+44	and 13+25	to 13+42

NOTED F. B. KLABE

Estimate of quantities and cost:

Labor	$ 425.00
Equipment Rental	125.00
Materials	950.00
Total	$1,500.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Guardrail posts at the bridge ends were installed as part of Contract 6795 (Morrow County Line-Stanfield Jct.) as per Std. Dwg. No. 2094 and O.S.H.D. Standard Specifications. All work on that contract was completed on June 12, 1967, prior to the completion of any of the structures on the subject contract, and the handrail on the subject structures was revised (see P.A. No. 2) after the award of Contract 6957.

-OVER-

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$1,145,248.01
Present estimate of project cost, including $ 1,500.00 for work under this order	$1,145,248.01
Expected under-run / over-run amount	$ 0.00
Expected under-run / over-run per cent	0.00

Space to right of this line is for use of Salem Office

Submitted by: /s/ Glenn D. Abernathy, Resident Engineer

Approval Recommended: /s/ Alfred A. Rear, for Bridge Engineer

Approval Recommended: /s/ Alfred Shirley Jr., Asst. Division Engineer

Approved: /s/ L. H. Young, 2-1-68

SP 6201-724

This handrail revision requires the installation of a special section of guardrail (see Dwg. 22702) to connect the bridge handrail to the adjacent guardrail posts at each end of the structures, and also entails a realignment of several of the wood posts. No provisions for this work is set forth in the Special Provisions or plans for the subject project.

All workmanship and materials shall conform to State Standard Specifications, issue of 1964. Equipment rental rates shall conform to the State-AGC agreement and percentages allowable to the contractor shall be in accordance with the special provisions for this contract.

Work not started August 9, 1967.

RECEIVED
FEB - 1 1968
OFFICE OF
STATE HIGHWAY ENGINEER

I-80N-5(23)169

Form E-208—5M

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date AUG 28 1967 G1-P
Title U.S. Bureau of Public Roads

Project Name Irrigon Jct.-Stanfield Jct. Date August 15, 1967

Highway Old Oregon Trail Contract No. 6957

County Umatilla and Morrow Prefix 630-1092

Contractor Hannan Bros. Co. F. A. Project No. I-80N-5(23)169

Address 8410 S.E. Otty Road, Portland, Oregon Order No. 5

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Move certain wood guardrail posts and install special guard rail sections from end post on structure handrail to nearest adjacent wood guardrail post at bridge ends.

Location by station numbers:

Br. 9640	"PF"	98+60	to	98+75	&	101+32	to 101+50
Br. 9539	"E"	97+80	to	97+93	&	100+75	to 100+85
Br. 9540	"E"	17+40	to	17+70	&	20+85	to 21+85
Br. 9541	"E"	63+62	to	63+87	&	66+77	to 67+01
Br. 9422	"E"	10+19	to	10+14	&	13+25	to 13+42

Estimate of quantities and cost:

Labor	$ 425.00
Equipment Rental	125.00
Materials	950.00
Total	$1,500.00

NOTED
F. B. KLABOE

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") Guardrail posts at the bridge ends were installed as part of Contract 6795 (Morrow County Line-Stanfield Jct.) as per Std. Dwg. No. 2094 and O.S.H.D. Standard Specifications. All work on that contract was completed on June 12, 1967, prior to the completion of any of the structures on the subject contract, and the handrail on the subject structures was revised (see P.A. No. 2) after the award of Contract 6957. This handrail revision required the installation of a special section

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$1,145,248.01	
Present estimate of project cost, including $1,500.00 for work under this order	$1,145,248.01	
Expected under-run / over-run amount	$ 0.00	
Expected under-run / over-run per cent	0.00	

Submitted by: /s/ Glenn D. Abernathy, Resident Engineer

Approval Recommended: /s/ Alfred A. Rear, For Bridge Engineer

Approval Recommended: /s/ Alfred Shirley, Jr., Asst. Division Engineer

Approved: /s/ L. H. Young, Office Engineer.

SP*22877-734

Voucher 9-13-67

of guardrail (see Dwg. 22702) to connect the bridge handrail to the adjacent guardrail posts at each end of the structures, and also entails a realignment of several of the wood posts. No provision for this work is set forth in the Special Provisions or plans for the subject Project.

All workmanship and materials shall conform to State Standard Specifications, issue of 1964. Equipment rental rates shall conform to the State - A G C agreement and percentages allowable to the contractor shall be in accordance with the special provisions for this contract.

Work not started August 9, 1967.

I-80N-5(23)169

Form B-301—6M 8

COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

G-1-P

U.S. Bureau of Public Roads

Project Name Irrigon Jct.-Stanfield Jct. Date August 9, 1967

Highway Old Oregon Trail Contract No. 6957

County Umatilla and Morrow Prefix 630-1092

Contractor Hannan Bros. Co. F. A. Project No. I-80N-5(23)169

Address 8410 S.E. Otty Rd., Portland, Oregon Order No. 3 Supplemental #1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Salvage and reinstall culvert pipes in North and South fills (39 feet from E.B. and W.B. centerlines) at Ordnance Interchange (Br. 9539), Meadow Valley Interchange (Br. 9540) and Hermiston Interchange (Br. 9541).

NOTED
F. B. KLABOE

Location by station numbers:

798+20 to 799+80
925 to 928
1055 to 1058

Estimate of quantities and cost:

	Original	Additional	Revised Total
Labor	600.00	600.00	1,200.00
Equipment	400.00	400.00	800.00
Totals	1,000.00	1,000.00	2,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The 15" culvert pipes in the approach fills, installed on contract 6795 lay within the limits of the footing excavation for Bents 2 and 4 Bridges 9539, 9540 and 9541, and were removed and later reinstalled after the footings were constructed. The positioning of the footing required the removal and relocation for installation for the entire length of culvert pipe, rather than just the section of pipe over the footings, as anticipated in the original $1,000.00 (over)

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$1,145,248.01	
Present estimate of project cost, including $1,000.00 for work under this order	$1,145,248.01	
Expected under-run / over-run amount	$0.00	
Expected under-run / over-run per cent	0.00	

Submitted by: /s/ Glen Abernathy, Resident Engineer

Approval Recommended: /s/ Alfred A. Rear, Construction Engineer or for Bridge Engineer

Approval Recommended: /s/ Alfred Shirley Jr., Asst. Division Engineer

Approved: /s/ L. H. Young, Assistant State Highway Engineer or Office Engineer.

Voun 1 9-13-67

SP-22577-734

Continued:
authorization for this work.

Work started March 3, 1967.

Equipment Rental Rates shall be in accordance with the State - A G C Agreement and percentages allowable to the contractor, with the special provisions of this contract.

I-80N-5(23)169

Form E-300—6M

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

AUG 24 1967

Project Name Irrigon Jct.-Stanfield Jct. Date August 9, 1967

Highway Old Oregon Trail Contract No. 6957

County Umatilla and Morrow Prefix 630-1092

Contractor Hannan Bros. Co. F. A. Project No. I-80N-5(23)169

Address 8410 S.E. Otty Rd., Portland, Oregon Order No. 1 Supplemental #1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Flagging - State Share - Payment of State's share of flagging costs applying to flagmen furnished by contractor for purpose of safeguarding traffic passing through the project or by the structures while said project is under construction.

Location by station numbers:

436 to 1288

NOTED
F. B. KLABOE

Estimate of quantities and cost:

	Original	Additional	Revised Total
Flagging	$1,000.00	$2,000.00	$3,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

As per the Supplemental General Provisions (under Provide for Traffic) included under this contract. The contract amount for flagging of $1,000.00 did not provide for flagging to protect traffic during concrete pours and during falsework stripping operations. Work started December 19, 1966.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$1,145,248.01
Present estimate of project cost, including $2,000.00 for work under this order	$1,145,248.01
Expected under-run / over-run amount	$0.00
Expected under-run / over-run per cent	0.00

Space to right of this line is for use of Salem Office

Submitted by: /s/ Glenn D. Abernathy
Resident Engineer

Approval Recommended: /s/ Alfred A. Rear
for Bridge Engineer

Approval Recommended: /s/ Alfred Shirley Jr.
Ass't. Division Engineer

Approved: /s/ L. H. Young
Office Engineer.

SP-22577-724

I-KLM-5(23)169

C

Form B-300—SM 8

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

APPROVED
Construction on the above project agreement is ... Federal funds are ...
Date AUG 12 1967 By [signature]
C-1-P Title Dist. Engineer
U.S. Bureau of Public Roads

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Irrigon Jct.-Stanfield Jct. Date August 2, 19 67

Highway Old Oregon Trail Contract No. 6957

County Umatilla and Morrow Prefix 630-1092

Contractor Hannan Bros. Co. F. A. Project No. I-80N-5(23)169

Address 8410 S.E. Otty Rd., Portland, Oregon Order No. 4

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Remove temporary crossings at Ordnance, Meadow Valley, Hermiston Interchanges and Meadow Road U'Xing, complete fence installation at these locations, complete placement of gravel blanket around ends of approach fills at Hermiston Intch. and Meadow Road U'Xing and complete seeding at these locations.

Location by station numbers:

766 to 1330

Ordnance Interchange	Sta. 801
Meadow Valley Interchange	Sta. 926
Hermiston Interchange	Sta. 1050
Meadow Road U'Xing	Sta. 1288

NOTED
F. B. KLABOE

Estimate of quantities and cost:

Labor	$1,300.00
Equipment Rental	2,600.00
Materials	1,100.00
Total	$5,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

All work on Contract 6795 (Morrow County Line-Stanfield Jct.) was completed on June 12, 1967, prior to the completion of any of the structures on this contract, and temporary crossings with warning signs and amber flashing lights were installed at the four structure locatinns (grade crossings) in order to route traffic to and from the four lane highway, until such time as the structures have been completed and opened to traffic. No provision for the removal of

(over)

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$1,145,248.01	
Present estimate of project cost, including $5,000.00 for work under this order	$1,145,248.01	
Expected under-run / over-run amount	$ 0.00	
Expected under-run / over-run per cent	0.0	

Submitted by: /s/ G. D. Abernathy, Resident Engineer

Approval Recommended: /s/ Alfred A. Rear for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Alfred Shirley Jr., Division Engineer

Approved: /s/ L. H. Young, Office Engineer.

SP*22377-734

Voucher 8-22-67

the temporary crossings and access roads and completion of the access control fencing thereupon, was made in the Special Provisions or Plans for the subject project. Gravel blanket was not placed around the ends of the approach fills at Ordnance, Meadow Valley and Hermiston Interchanges nor at Meadow Road U'Xing, on Contract 6795, because it was anticipated that the excavation operations on Contract 6957 would contaminate or destroy most of this blanket. The fills at Brs. 9539 and 9540 are essentially built of granular material (gravel) and require no further blanket to protect against wind erosion, however, at Brs. 9541 and 9422, the fills are made of mostly sand, and a gravel blanket is necessary to protect the slopes from wind erosion.

None of the end fill slopes at the above four structure locations were needed on Contract 6795, either, since the excavation operations would have necessitated reseeding most of the areas.

Work not started August 2, 1967.

Equipment Rental Rates shall be in accordance with the current State-AGC agreement and percentages allowable to the contractor with the special provision of this contract.

RECEIVED
AUG 22 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 15 1967

UNITED STATES GOVERNMENT

Memorandum

Edwards

I-80N-5(23)169

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: June 12, 1967

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

6957

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project I-80N-5(23)169
Irrigon Jection - Stanfield Junction Section
Consultant (Steel Inspection) Agreement

Mr. Edwards' January 31, 1967 letter confirmed our oral advance approval and authorization for the use of Robert W. Hunt Company to perform steel inspection on the subject project. Subsequently we were advised that it was in the best interest of the State to terminate this contract after an expenditure of $317.37. This action and our participation in the eligible portion of this amount was concurred in by this office.

On February 23 Mr. Edwards' letter confirmed our February 20 oral approval and authorization that the balance of the work would be accomplished by Pittsburgh Testing Laboratory. Mr. Edwards' submitted copies of the executed contract by his letter of May 10.

Copy - Messrs Young 6-15-67

NOTED
TOM EDWARDS

RECEIVED
JUN 13 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 12 1967

Form DOT-1320-1
(1-68)
(Prec. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

I-X1,-5(23)169

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

6457

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: June 6, 1967

In reply refer to: 08-35.3-DA

By: G. R. Brooks
G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-80N-5(23)169
Irrigon Junction-Stanfield Jct. Section
Old Oregon Trail Highway
Painted cattle guard
State Force Order No. 2
Total estimated amount of the Order: $250.00
Federal participation: $225.00

Reference is made to your letter dated June 2, 1967, concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.2 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

Equipment rental rates will be according to a schedule that has been previously approved by this office for use on force account work.

Reimbursement is to be made on an actual cost basis. A signed copy of the order is returned herewith.

Attachment

Copy. Neuta
Merchant
Young
6-9-67

POSTED
TOM EDWARDS

RECEIVED
JUN 7 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

STATE COPY

Form A-105—8M

APPROVED
Contingent upon modification of project agreement if additional funds are required
Date 6-1-P by H. C. Brooks
Title Dist. Engineer
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 2

Project Name Irrigon Jct.-Stanfield Date May 3, 1967

Highway Old Oregon Trail Contract No. 6957 F. A. Project No. I-80N-5(23)169

County Umatilla and Morrow Prefix 630-1092 Account No. 278-02

Description of Work To Be Done:

Construct and install a thermo-plastic painted cattle guard across the roadway at the end of the guard rail at the south approach to Paterson Ferry Road U'xing structure (Bridge 9640).

Location by Station Numbers:

"PF" 94+50

Estimate of Quantities and Costs:

Materials - - - - - - -	$150.00
Labor - - - - - - - - -	50.00
Equipment Rental- - -	50.00
Total	$250.00

Explanation:

Installation of a semi-permanent type cattle guard at approximate Station "PF" 94+50 (south end of guard rail) is necessary to contain livestock from wandering from the south side of the freeway to the north side of the freeway across the structure under-crossing, now under construction, on the extension to the Old Paterson Ferry Road (over)

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$1,145,248.01
Present estimate of project cost, including $ 250.00 for work under this order	$1,145,248.01
Expected under-run / over-run (amount)	$ 0.00
Expected under-run / over-run (per cent)	0.0

Space to right of this line is for use of Salem Office

Submitted by: /s/ Glen Abernathy
Resident Engineer

Approval Recommended: /s/ Alfred A. Rear
Construction Engineer or Bridge Engineer

Approval Recommended: /s/ H. S. Coulter
Ass't. Division Engineer

Approved: /s/ L. H. Young
Office Engineer.

State Printing

FORM E-183X SDM 5-63

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH M. FRIDLEY, MEMBER
PASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

RECEIVED
MAY 1 1967
FOR FILING

I-80N-5( )1 7
6957

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

May 25, 1967

American Steel Co.
P. O. Box 10107
Portland, Oregon 97210

SUBJECT: Structural Steel
Contract 6957
C F & I Heat Nos. X-7169, W-1151
OSHD Lab. No. 821863

Gentlemen:

It has come to our attention that structural steel shapes purchased by you from Colorado Fuel and Iron Corp. under ASTM Specification A 36 were sold to Northwest Tube and Metal Co. as ASTM Specification A 441 for use on an Oregon State Highway Department project involving Federal funds.

Copies of the mill analyses and your invoice are enclosed.

We understand that an Oregon State Highway inspector implied acceptance of the material for state use on the basis of micrometer measurements of flange and web. While there may have been some misunderstanding as to the extent of the acceptance by the State, this in no way relieves your company of the responsibility of furnishing material which conforms to the specifications, nor does it bind the State to accept the non-specification material (Oregon State Standard Specifications, Section 5-13, Unauthorized and Defective Work).

We would like an explanation as to how your company came to make the substitution of A 36 for A 441 steel and an assurance that more care will be exercised in the future.

Very truly yours,

O. A. WHITE
Engineer of Materials & Research
by

JOHN C. JENKINS
Ass't. Engineer of Materials
and Research

cc: L. Shaw
I. Merchant
E. Rief

RECEIVED
MAY 25 1967
OFFICE OF
STATE HIGHWAY ENGINEER

AMERICAN STEEL, INC.

MILL TEST REPORT

Customer Northwest Tube & Metal

Address

Date 4/26/67

Customer's Order No. 6280

Our Invoice No. 15403

Item	Producer	Heat No.	C	M	P	S	Si	Cu	Va		Yield Point	Tensile Strength	% 8" Elong	Bend Test
8" 20# WF Beam	CF&I	X-7169	24	92	016	017					49500	77000	23.0	OK
10" 25# WF Beam	CF&I	W-1151	25	82	012	025					50200	75000	20.0	OK
											A37326			

160 offset 60

Stack Crack During Shipment

I certify that the material listed above was furnished on this order.

AMERICAN STEEL, INC.

By E. Newman

American Steel, Inc.

4033 N.W. YEON AVE. — P.O. BOX 10107 — PORTLAND, OREGON 97210

o STEEL o COPPER o BRASS o ALUMINUM o HARDWARE o
o MILL o LOGGING & INDUSTRIAL SUPPLIES o

PHONE
CA. 6-1511
FOR
STEEL

Quote

CUT MATERIAL
NOT RETURNABLE

TERMS:

METALS ½% 10TH PROX. ALL OTHER ITEMS 1% 10TH PROX. 30 DAYS NET UNLESS OTHERWISE SPECIFIED. 8% INTEREST CHARGED ON PAST DUE ACCOUNTS.

GOODS CAN BE RETURNED ONLY WITH OUR CONSENT AND IF ACCOMPANIED BY DATE AND NUMBER OF INVOICE. NO EXCEPTIONS.

(13403)
REGISTER NUMBER

SALESMAN: Clint

PAGE: 1 | OF: 1 | ORDER DATE: 3/29/67

CUSTOMER PURCHASE ORDER NUMBER: 1660

INVOICE DATE: / / | DATE SHIPPED: / /

SPECIAL INSTRUCTIONS: See Mr. [illegible]

COLL. | PPD. | F.O.B.

CODE

SOLD TO
NAME: Northwest Tube & Metal
ADDRESS: P O Box 06614
CITY: Portland Oregon

SHIP TO: Same

SHIP VIA: Deliver - On evening

ORDERED	SHIPPED	DESCRIPTION	WEIGHT	PRICE	UNIT	DISCOUNT	NET
2	2	Bms 4" x 20# WF Beam	1600				
		40 Ft. A-441	-				
1	1	1 - 10" x 65# WF Beam	500				
		20 Ft. A-441					
		All of the above to meet Spec. A-441					
		A37326					

PACKING LIST

CODE: B - BACK ORDERED
C - CANCELLED

RECEIVED BY:

TO S.O.

FROM S.O.

CONT. CODE · PLT. CODE

FORM 2799 (COP

CF&I STEEL CORPORATION

CORRESPONDENCE ADDRESS: P.O. BOX 1920, DENVER, COLO. 80201

CUSTOMER'S ORDER NO. AND DATE: 8026 3-29-67 | REQN. NO. | CONTRACT NO.

C. F. & I. SALES ORDER NO. AND DATE: 63-53-20 3-30-67

INVOICE NO. AND DATE

AMERICAN STEEL INC. 30078
4033 N. W. YEON
PORTLAND, OREGON 97210

AMERICAN STEEL INC.
4033 N. W. YEON
PORTLAND, OREGON
/MULTNOMAH COUNTY/

TERMS:

CASH DISCOUNT OF $ _____

BASED ON ___ % OF $ _____ WILL BE ALLOWED FOR PAYMENT

_____ DAYS FROM DATE OF INVOICE

DUE NET _____ DAYS

NO DISCOUNT WILL BE ALLOWED ON ANY PART OF TRANSPORTATION CHARGES, OR ON TAXES AND ASSESSMENTS CHARGEABLE HEREUNDER.

CHECKS AND/OR DRAFTS ACCEPTED SUBJECT TO FINAL CASH PROCEEDS BEING RECEIVED BY OUR DEPOSITORY BANK.

INTEREST WILL BE CHARGED ON PAST DUE ACCOUNTS.

SALES CR.	END USE	FREIGHT PPD.	FREIGHT COLL.	MINNEQUA	OTHER:	F.O.B. POINT
53	1933		C	X		

SHIP	MIN.	ROUTING
C/L	80,000	CW CS UP

SHIPPING WEIGHT | FREIGHT RATE

SHIPPED FROM: MINNEQUA, COLORADO

MILL	OTHER: INSPECTION	COMPLETE SHIPMENT	PARTIAL SHIPMENT	DATE SHIPPED	CAR INITIAL & NO.
X		X		4/13/67	CBQ-197177

ITEM DESCRIPTION	ITEM NO.	UNIT PRICE	SHIPPED QUANTITY		POUNDS		AMOUNT
W F BEAMS ASTM A-36 (21.9.4)				BARS			
8 20# 40 FT.	1			1	800		
HT. NO. X-7169							
3 20# 60 FT.	2			1	1200		
HT. NO. X-7170				2	2000		

TEST REPORT

A37326

920-10
PREPAID
FREIGHT

AT ONCE

R30 MILL

SHEET NO. 1 END

INV. CHG.	S/N OR CHG.	TALLYS SHIP	TEST REPT. CHG.	TEST REPT. SHIP
			5	

TYPE CAR: GONDOLA

GOODS OR SERVICES COVERED BY THIS INVOICE WERE PRODUCED OR RENDERED IN COMPLIANCE WITH THE APPLICABLE PROVISIONS OF THE FAIR LABOR STANDARDS ACT OF 1938, AS AMENDED.

CF&I FORM 2876(R1)

CERTIFICATE OF INSPECTION

TEST REPORT DATE APR 14 1967

HEAT NO.	CHEMICAL ANALYSIS C.	MN.	PHOS.	SUL.			YIELD POINT	TENSILE STRENGTH	ELONG % IN 8"	RED. AREA %	BENDS
X-7169	24	92	016	017			49500	77000	23.0		Sh
X-7170	26	1.09	020	029			44200	65000	28.0		Sh

I CERTIFY THE ABOVE RESULTS TO BE CORRECT AS CONTAINED IN THE RECORDS OF THE CORPORATION.

John Oechsle

QUALITY CONTROL DEPARTMENT

A37326

FORM 2799 (CON'T)

THE COLORADO FUEL AND IRON CORPORATION

CORRESPONDENCE ADDRESS: P. O. BOX 1920, DENVER, COLO. 80201

CUSTOMER'S ORDER NO. AND DATE	REQN. NO.	CONTRACT NO.	INVOICE NO. AND DATE
5336 ADD 9-15-65			
C. F. & I. SALES ORDER NO. AND DATE			
63-53-82 9-16-65			

INVOICE TO:
AMERICAN STEEL, INC. 30078
4033 N. W. YEON
PORTLAND, OREGON

SHIP TO:
AMERICAN STEEL, INC.
4033 N. W. YEON
PORTLAND, OREGON
/MULTNOMAH COUNTY/

TERMS:
CASH DISCOUNT OF $_____
BASED ON _____% OF $_____
WILL BE ALLOWED FOR PAYMENT
_____ DAYS FROM DATE OF INVOICE
DUE NET _____ DAYS

NO DISCOUNT WILL BE ALLOWED ON ANY PART OF TRANSPORTATION CHARGES, OR ON TAXES AND ASSESSMENTS CHARGEABLE HERE UNDER.
CHECKS AND/OR DRAFTS ACCEPTED SUBJECT TO FINAL CASH PROCEEDS BEING RECEIVED BY OUR DEPOSITORY BANK.
INTEREST WILL BE CHARGED ON PAST DUE ACCOUNTS.

SALES CR.	END USE	FREIGHT PPD.	FREIGHT COLL.	MINNEQUA	OTHER	F. O. B. POINT
53	1603	PPD				DESTINATION

SHIP	MIN.	ROUTING	SHIPPING WEIGHT	FREIGHT RATE
C/L	80,000	CW DRGW SP		

MILL	OTHER:	INSPECTION	COMPLETE SHIPMENT	PARTIAL SHIPMENT	SHIPPED FROM	DATE SHIPPED	CAR INITIAL & NO.
X			XX		MINNEQUA, COLORADO	10-6-65	DRGW-30039

ITEM DESCRIPTION	ITEM NO.	UNIT PRICE	SHIPPED QUANTITY	SHIPPED POUNDS		AMOUNT
W.F. BEAMS A-36 (21.9.4)			BARS			
8" 17 LB 40 FT	1		6	4080		
HT. NO. X-1696, X-1697						
8" 24 LB 60 FT	2		3	4320		
HT. NO. X-1874						
10" 25 LB 40 FT	3		4	4000		
HT. NO. W-1148						
10" 25 LB 60 FT	4		3	4500		
HT. NO. W-1151						
			16	16900		

TEST REPORT

A 37326

ABOVE OFFERED ON INQ 53-96, 9-15-65.

920-10 PREPAID FREIGHT

SHEET NO. 1 END

R&D MILL	INV. CHG.	B/N OR CHG.	TALLYS SHIP	TEST CHG.	REPT. SHIP.	TYPE CAR	GOODS OR SERVICES COVERED BY THIS INVOICE WERE PRODUCED OR RENDERED IN COMPLIANCE WITH THE APPLICABLE PROVISIONS OF THE FAIR
WEEK OF 9-27-65			3			GONDOLA	

AI FORM 2876

CERTIFICATE OF INSPECTION

HEAT NO.	CHEMICAL ANALYSIS C.	MN.	PHOS.	SUL.			YIELD POINT	TENSILE STRENGTH	ELONG % IN 2"	RED. AREA %	BENDS
1696	26	84	027	035			41800	71800	27.0		OK
1697	26	88	022	026			68600	80000	23.0		OK
1874	21	81	027	032			37200	66100	27.0		OK
11148	25	77	016	030		1" x 25"	41200	70500	25.0		OK
11151	25	82	012	025		1" x 25"	50200	75000	20.0		OK

2 bars held

I CERTIFY THE ABOVE RESULTS TO BE CORRECT AS CONTAINED IN THE RECORDS OF THE CORPORATION.

W H Everett

QUALITY CONTROL DEPARTMENT

A37326

RECEIVED
JUN 7 - 1967
FOR FILING

Agenda 4r

May 4, 1967

Pittsburgh Testing Laboratory
P. O. Box 1646
Pittsburgh, Pennsylvania 15230

MISC. CONTRACTS and AGREEMENTS No. 3340

Attention: Mr. R. C. Emmett
President

Gentlemen:

Enclosed for your files is a fully executed copy of an agreement to inspect steel being fabricated in Salt Lake City, Utah, for highway bridges on the Irrigon Junction-Stanfield Section of the Old Oregon Trail in Umatilla and Morrow Counties.

A fully executed copy of this agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

lmr
Enc.

cc: Ivan D. Merchant

2 copies of agreement to CA Finance 5/5—

RECEIVED
APR 21 1967
FOR FILING

I-80N-5(23)161

April 20, 1967

Oregon State Highway Commission

Gentlemen:

The structural steel to be used in highway bridges on the Irrigon Junction-Stanfield Section of the Old Oregon Trail (I-80N) in Umatilla and Morrow Counties, Contract No. 6957, is being fabricated in Salt Lake City, Utah. It becomes necessary, therefore, to employ a consultant to perform the necessary shop inspection of the steel being fabricated.

We have arranged for these services with the Pittsburgh Testing Laboratory under our usual form of consultant agreement, in an amount not to exceed $4,300.

We have received the approval of the Federal Highway Administration.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

This matter will be on the agenda for your meeting April 25.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
Ivan Merchant
C. H. Maison
L. H. Young
A. F. Parson

TE:ja jw

RECEIVED
MAR 30 1967

FOR FILING
I-5-(11)
6957

OREGON STATE HIGHWAY DEPARTMENT

BRIDGE DIVISION
Salem

DATE March 28, 1967

PROJECT Irrigon Jct.-Stanfield Jct. Sec.

BRIDGE NO. Signs

CONTRACT NO. 6957

TO: Northwest Tube & Metal Fabricators

Attention: Wm. Yager

P. O. Box 02214

Portland, Oregon 97202

[XX] TRANSMITTED HEREWITH

[ ] UNDER SEPARATE COVER

[ ] Reinforcing Steel
[ ] Structural Steel
[XX] Other

[ ] Handrail
[ ] Drains or Catch Basins
[ ] Prestress Bms.

APPROVED: SHEET NOS.

APPROVED AS NOTED: SHEET NOS. 112, 114

RETURNED FOR CORRECTION: SHEET NOS.

REMARKS: Please use the following address:

Oregon State Highway Department, Bridge Division, State Highway Bldg.

Salem, Oregon 97310

PLEASE SEND THIS OFFICE _____ COPIES OF CHECKED AND CORRECTED SHEET NOS.

cc: Resident Engineer Glen Abernathy

Material Inspector Ed Risf

~~Others~~ TOM EDWARDS

Checker KA

Design Engineer TCR

Very truly yours, NOTED TOM EDWARDS

Ivan D. Merchant
Bridge Engineer

ASSIGNMENT NO. 5497: This is a regular submission of shop drawings for our approval. They have been checked and are returned to them approved as noted. Copy of form letter attached.

TCR

3129

Northwest Tube & Metal Fabricators

OFFICE: 2630 S. E. STEELE STREET
Phone 234-5488

PLANT: 2658 S. E. TENINO STREET
Phone 234-5480

MAIL ADDRESS: P. O. BOX 02214
PORTLAND, OREGON 97202

March 21, 1967

Highway Department
State of Oregon
Salem, Oregon 97310

Gentlemen:

Subject: Irrigon Junction-Stanfield Junction
Contract 6957
Sign Post Drawings

Enclosed find 4 copies each of drawings #112 and 114 on breakaway post, submitted for approval.

Very truly yours,

NORTHWEST TUBE & METAL FABRICATORS

Wm. D. Yager

Wm. D. Yager, Estimator

WDY:ir

enc.

Roake

RECEIVED
MAR 22 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 22 1967
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 24 1967
FOR FILING

MAR 16 1967
32-12
NOTED
F B KLABOE

Honorable Wayne Morse
United States Senate
Washington, D.C. 20510

Dear Senator Morse:

With communication of March 10 you enclosed a copy of a letter of January 18 from Mr. Gene M. Giviley of Irrigon in request for interchange of Interstate Route 80N with Patterson Ferry Road in Morrow County.

The initial planning for the Interstate highway in the area provided for the closing of Patterson Ferry Road which is three miles east of the interchange with the primary highway serving Irrigon. Further studies by the Oregon State Highway Department established that a separation of the grades of Patterson Ferry Road with the Interstate highway was warranted to preserve the continuity of the local secondary road and the State's proposed planning in this respect was therefore approved.

The initial determination as to the locations at which interchanges with Interstate highways are warranted rests with the appropriate State highway department. Studies by the Oregon State Highway Department have not established the interchange at Patterson Ferry Road to be economically warranted, at least for inclusion in the initial construction. As a grade separation structure is being provided at Patterson Ferry Road, however, interchange ramps may be added should the State find these to be warranted at some time in the future.

Under the circumstances, therefore, Mr. Giviley and others desirous of the addition of the interchange ramps should direct their requests, along with factual data in support of the need, to the Oregon State Highway Department in Salem.

Copies of this correspondence have been furnished our field office for its information.

Sincerely yours,

F. C. T[illegible]

F. C. Turner
Acting Federal Highway
Administrator

RECEIVED
MAR 23 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Enclosure
Transmitted Correspondence

COPY

March 10, 1967

Mr. Gene Givilcy
Irrigan, Oregon 97844

Dear Mr. Givilcy:

This is to acknowledge your recent letter to me advising me of your feelings that an clover-leaf interchange should be built on U.S. Interstate Highway 80N at Patterson Ferry Road.

In an effort to be of assistance I am communicating with the appropriate Federal officials and am bringing this matter to their attention for serious and prompt consideration. I am also asking for a complete report on the matter.

As soon as I receive the report I shall write to you again.

In the meantime, I send kindest regards,

Sincerely,

Wayne Morse

WM:vhd
bcc: Mr. Francis C. Turner

RECEIVED
MAR 23 1967
OFFICE OF
STATE HIGHWAY ENGINEER

REC MAR 3 1967

Irrigon, Oregon.
Jan.18 1967.

The Honorable Wayne Morse:
Washington D.C.

Dear Sir:

I would like for you to do all you can to see that a cloverleaf is built at the Patterson Ferry road junction with highway 30 and 99.

At this time it seems to just an overpass in the process of being built and the people who live in Irrigon and work at Umatilla Ordnance depot will have to go to the Boardman Junction, to get to and return from work.

The overpass will not be of any help to the farmers who live on the north side of the highway, as they will have to still travel to Highway 730 in order to go west or south, while those going east or north will have to travel a gravel road(which has to be built about four miles).

It seems a waste of money to put just an overpass when a cloverleaf could be built that would be of so much more service to the public, and at not much more expense than the access road.

The Ordnance depot ; transportation by barge have to drive thru the town of Irrigon, if the overpass was built it would be a much better route for safety too.

I strongly urge you to do all you can to have to have the cloverleaf built.

Yours Truly,

Gene M Gurley

RECEIVED
MAR 23 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 6 - 1967
FOR FILING

FEB 2 3 1967
32-12

Honorable Wayne Morse
United States Senate
Washington, D.C. 20510

Dear Senator Morse:

Under the long-established Federal-State relationship in Federal-aid highway matters, it is the responsibility of the appropriate State highway departments to evaluate initially the location to which interchanges should provide access to adjacent areas and to establish the location proposed as being proper from the standpoint of public benefit and economic warrant. It would be appropriate, therefore, for Mr. Civily of Irrigon, on whose behalf you wrote on February 14, to direct his recommendation for the addition of ramps to Interstate 80N at its grade separation with Patterson Ferry Road to the Oregon State Highway Department. He should also furnish the department with the factual data in support of his recommendation.

The design for Interstate Route 80N and its interchanges and grade separations to serve the Heppner Junction-Irrigon area were developed by the State after extensive studies. Our approval was given after we were satisfied that the State's design as proposed considers local needs and would meet the existing and probable future traffic needs and conditions in a manner conducive to safety. Copies of this correspondence are being furnished our field office in Oregon so that the interest in this interchange at the location desired by Mr. Civily may be known.

A similar inquiry was received from Congressman Al Ullman and we have advised him substantially as above.

Sincerely yours,

F. C. Turner
Acting Federal Highway
Administrator

Enclosure
Transmitted Correspondence

RECEIVED
MAR 25 1967
OFFICE OF
STATE HIGHWAY ENGINEER

COPY

February 15, 1957

Mr. Cone M. Cavaly
Irrigon,
Oregon 97844

Dear Mr. Cavaly:

Thank you very much for your letter of January 18 advising me of your views on the possibility of an interchange at the junction of Highway 730 and Robinson Ferry Road.

In an effort to be of assistance I am corresponding with the Bureau of Public Roads here in Washington and am asking that this subject be given serious and prompt consideration. I am also requesting a complete report on the matter.

As soon as I receive the report I shall write to you again.

In the meantime, I send best regards,

Sincerely,

Wayne Morse

WM:jlm

bcc: Mr. F. C. Turner, Acting Commissioner
Bureau of Public Roads

Gene M Gurley

RECEIVED
FEB 27 1967
FOR FILING

I-80N-5(23)169

6957

February 23, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Irrigon Jct.-Stanfield Jct. Sec.
Old Oregon Trail Highway
FAP No. I-80N-5(23)169
Contract 6957

Dear Sir:

By letter dated January 31, we advised you that we had selected the firm of Robert W. Hunt Company to perform shop inspection of the structural steel being fabricated for structures on the section at Salt Lake City. Robert W. Hunt Company was authorized to proceed with the work by telegram on January 25.

A review of the work being performed by the Hunt Company at the fabricating shop by Ed Rief of our Laboratory staff and a personal interview with Mr. Steel, District Manager for the Hunt Company, by Mr. Gardner and Mr. Rief indicates that the agreement be cancelled for the best interest of the State. This cancellation is necessary because of a misunderstanding between the Consultant and the State as to the extent of inspection necessary and required.

We have negotiated an agreement with Pittsburg Testing Laboratory to complete the work. A blank copy of this agreement is attached. Fully executed copies will be furnished.

This confirms telephone conversations between Mr. Gardner and Mr. Girvin on February 16 and 20.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
Ivan Merchant
L. H. Young
A. F. Parson
C. H. Maison
Attachment
Glen Abernathy
CAG:jf ja

RECEIVED
JAN 31 1967
FOR FILING

I-80N-5(23)169

6957

January 31, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Irrigon Junction-Stanfield
Junction Section
Old Oregon Trail Highway
FAP No. I-80N-5(23)169
Contract No. 6957

Dear Sir:

Structural steel for this contract will be fabricated by Western Steel Company, 700 Crandall Building, Salt Lake City, Utah, 84111, at their Salt Lake City plant.

Our out-of-State travel regulations and manpower situation make it impractical for us to perform the necessary shop inspection of the fabrication by State forces. In accordance with our procedure letter of July 18, 1966, we have selected the firm of Robert W. Hunt Company to perform the inspection for us. This selection will be consummated by the usual agreement per copy attached. Completely executed copies of the agreement will be furnished you when all signatures are affixed.

Our estimate of the cost to perform this inspection by State forces is $7,500, which is considerably in excess of the cost of having the work done by an outside agency.

This confirms a telephone conversation on January 25, 1967 between Mr. Gardner and Mr. Girvin on the subject.

CAG:jf ja

Attachment

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
Ivan Merchant
L. E. Young
A. F. Parson
C. E. Maison
Glen Abernathy
O. A. White
Ed Rief

RECEIVED
DEC 16 1966
FOR APPROVAL

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH MACPHERSON
BAKER
DAVID S. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 14, 1966

F 800-5(23)169
6115_1

Hannan Bros. Co.
8410 S. E. Otty Road
Portland, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 6957 for grading, oiling, structures, and signing on Irrigon Junction-Stanfield Junction Section of the Old Oregon Trail in Morrow and Umatilla Counties

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Encl.

cc General Insurance Company of America
Portland Service Office
209 S. W. 4th Avenue
Portland 4, Oregon

Mansfield and Company
1975 S. W. 5th Avenue
Portland 1, Oregon

RECEIVED
DEC 9 - 1966

Fed. Aid (23)169

Oregon State Highway Department
BRIDGE DESIGN SECTION

Sheet .....

.....County .....

.....Date ..... Bridge No. .....

For Files
Bridge
Calculations by
6457

Irrigon Jct. - Stanfield Jct. Section

Cost per sq. ft. of roadway based on contract prices

Structure	Area	Total Cost	Cost $/Ft.²
Paterson Ferry Rd.	7950 ft²	$ 143,390	$ 18.03
Ordnance Interch.	10,210	169,269	16.57
Meadow Valley Interch.	11,797	197,979	16.52
Hermiston Interch.	10,948	176,432	16.11
Meadow Road	8659	149,716	17.29

Net cost.

(No E&C included.)

Average 17.00/Ft²

NOTED
TOM EDWARDS

NOV 23 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 2 1 1966
FOR FILING

I-8011-5(23)169

6957

Agenda 49

December 2, 1966

MISC. CONTRACTS and AGREEMENTS No. 2700

Morrow County Court
Courthouse
Heppner, Oregon

Gentlemen:

We are enclosing for your files a fully executed copy of a Supplemental Throughway Agreement covering the Paterson Ferry Road Undercrossing and frontage road of the Irrigon Junction-Umatilla County Line Section of the Old Oregon Trail in Morrow County.

A fully executed copy of this agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

lmr
Enclosure

cc: H. S. Cox
Attn: D. N. Harwell
(Conformed Copy)

Form B-300—804

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required
Date JAN 18 1966
U.S. Bureau of Public Roads

Project Name Irrigon Jct.-Stanfield Jct. Date December 2, 19 66

Highway Old Oregon Trail Contract No. 6957

County Umatilla and Morrow Prefix 630-1092

Contractor Hannan Bros. Co. F. A. Project No. I-80N-5(23)169

Address 8410 S.E. Otty Road, Portland, Oregon Order No. 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:
Salvage and reinstall culvert pipes in North and South fills (39 ft. from E.B. & W.B. centerlines) at Ordnance Interchange (Br. #9539), Meadow Valley Interchange (Br. #9540) and Hermiston Interchange (Br. #9541).

REFERRED TO
/s/ Young
Asst. State Hwy. Engr.

Location by station numbers:
798+20 to 799+80
925 to 928
1055 to 1058

RECEIVED
JAN 5 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Estimate of quantities and cost:

Labor	$600.00
Equipment	$400.00
Total	$1,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
The 15" culvert pipes in the subject fills, were installed on contract #6795 (Morrow County-Line-Stanfield Jct.) in order to provide drainage between the ditch lines on East and West sides of fill. However, all culvert pipes lie within the limits of excavation for the footings at Bents #2 &4, Bridges #9539, 9540 and 9541, and the pipes must be removed in

(over please)

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$1,145,248.01
Present estimate of project cost, including $1,000.00 for work under this order	$1,145,248.01
Expected under-run / over-run amount	$ 0.00
Expected under-run / over-run per cent	0.0

Space to right of this line is for use of Salem Office

Submitted by: /s/ Glenn D. Abernathy
Resident Engineer

Approval Recommended: /s/ Alfred A. Rear
For Construction Engineer or Bridge Engineer

Approval Recommended: /s/ H. S. Coulter
Asst. Division Engineer

Approved /s/ L. H. Young
Deputy State Highway Engineer
Office Engineer.

State Printing

order to construct the footings, and then reinstalled adjacent to or on top of the new footings, prior to backfilling same. $1,000.00 authorized on this project for salvaging and reinstalling culvert pipes. List of culvert pipes involved:

Br. #9539-	North fill-142 ft.-15" C.M.P.
	South fill-160 ft.-15" C.M.P.
Br. #9540-	North fill-160 ft. " "
	South fill-164 ft. " "
Br. #9541-	North fill-160 ft. " "
	South fill-164 ft. " "

Work not started December 2, 1966.
Equipment rental rates shall be in accordance with the State-AGC agreement and percentages allowable to the contractor with the special provisions of this contract.

Form 31-500—6M

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Contingent upon [illegible] of project [illegible] funds are [illegible]

DEC 1 3 [illegible]

G. I. P. Dist. 1

U.S. Bureau of Public Roads

Project Name Irrigon Jct.-Stanfield Jct. Date December 2, 1966

Highway Old Oregon Trail Contract No. 6957

County Umatilla & Morrow Prefix 630-1092

Contractor Hannan Bros. Co. F. A. Project No. I-80N-5(23)169

Address 8410 SE Otty Road, Portland, Oregon Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Reconstruct fence where removal of right of way fences is required to construct North and South fills at Paterson Ferry Road and other locations where final fencing cannot be done until after structures are complete.

Location by station numbers:

M 436+00 to M 438+00;
PF 98+50 to PF 101+50;
M 802 to M 805;
M 1049 to M 1055;
E 4 to E 20
M 915 to M 935;
M 1286 to M 1290;

Estimate of quantities and cost:

Labor	$200.00
Equipment	50.00
Materials	50.00
	$300.00

RECEIVED
JAN 4 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
Existing right of way fence across Paterson Ferry Road north and south of Interstate 80N must be removed by contractor in order to construct the approach fills, and upon completion of the construction of the structure and approach fills, the fence must be reconstructed from the existing posts and extended up the sides of the fills to tie into the guard rail on each side of Paterson Ferry Road at the ends of the structure. $300.00 authorized on this project for reconstructing fence. Work not started December 2, 1966.

(OVER)

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$1,145,248.01	
Present estimate of project cost, including $300.00 for work under this order	$1,145,248.01	
Expected under-run / over-run amount	$0.00	
Expected under-run / over-run per cent	0.00	

Noted /s/ E. Saling
r/w Off. Engr.

Submitted by: /s/ Glen Abernathy
by /s/ H. S. Coulter
Resident Engineer

Approval Recommended: /s/ H. S. Coulter
Asst. Division Engineer

Approval Recommended: /s/ Alfred A. Rear
Construction Engineer or Bridge Engineer
for

Approved /s/ L. H. Young
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing

1-4-67

Equipment rental rates shall be in accordance with the State-AGC agreement and percentages allowable to the contractor with the special provisions of this contract.

Work under this contract may not be completed until some time after work under Contract 6795, which would make it necessary to make some fencing adjustments at that time; performing the work as part of this contract rather than Contract 6795.

RECEIVED
DEC 7 - 1966

FOR FILING I-84N-5(23)169

Form CB-121 (11-63) (Proc. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: December 2, 1966

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-5(23)169
Irrigon Junction - Stanfield Junction Section
Grading Oiling, Structures and Signing

As requested in Mr. Young's letter of November 30, 1966 advising that all rights of way or rights of entry and access rights have been acquired for the above project, we hereby concur as of November 22, 1966 in the award of contract No. 6957 to Hannon Bros. Co., of Portland, Oregon, low bidder in the amount of $1,015,698.23 at the November 18, 1966 bid opening.

12-7-66
REFERRED TO
By Asst. State Hwy. Engr.

NOTED
F. B. KLABOE

RECEIVED
DEC 1 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
NOV 30 1966

I-5-1-5(23)169
6951

November 30, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of November 21, 1966, is requested in the award of contract for the Irrigon Jct.-Stanfield Jct. Section, Project No. I-82N-5(23)169.

The contractor receiving the award is Hamman Bros. Co., of Portland, in the amount of $1,015,698.23, with the contract No. 6957 assigned. This bid was received on November 18, 1966, and awarded November 22, 1966.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding nondiscrimination in employment as required by Bureau of Public Roads PR 30-4-64.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State's contractor's operations.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

LHYgcw

RECEIVED
OCT 28 1966

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
October 28, 1966

SUBJECT:

To: Memo to the File

Judge Jones and Commissioners Ferguson and Hayes of the Morrow County Board of Commissioners visted me in my office on October 24 to discuss the possibility of adding interchange legs between I-80N and Paterson Ferry Road. Also present for the meeting were Mr. Brooks of the Bureau of Public Roads and Mr. Cox and Mr. Harwell of our County-City Section.

Judge Jones advised us that he had no firm, new information on which to base his request. He did anticipate that the area around the Paterson Ferry Road Overcrossing would develop rapidly in the next year or two. This development is still, in some measure, dependent on Federal approval of the desert entry and the acquisition of water rights with which to irrigate the land.

I advised Judge Jones that I did not think it was the right time to make a formal request for this interchange on the basis that the Bureau would surely turn it down. I also advised him that if and when the plans develop for the improvement of this property, he should contact us again and discuss the matter further.

This procedure seemed to be satisfactory with the County Court and I would not expect that they will be in the position to approach us for this interchange in less than a year.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
H. S. Cox
A. F. Parson

RECEIVED
OCT 28 1966

I-80N-5(23)169
6957

October 27, 1966

Irrigon Jct. - Umatilla Co.

Patterson Ferry Rd

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the November 22 meeting will be a supplemental throughway agreement with Morrow County pertaining to the Patersen Ferry Road Undercrossing and frontage road of the Irrigon Junction-Umatilla County Line Section of Old Oregon Trail, (I-80N) in Morrow County.

This agreement provides for construction of the frontage road and separation structure by the State.

Upon completion of the project, the State will assume maintenance, jurisdiction, and control of the structure within the access control area of the throughway and the County will assume all rights and maintain the frontage road at its sole expense.

The project is proposed to be advertised for bids on November 18, and if satisfactory bids are received and no other complications arise, the contract would be under construction shortly thereafter. Estimated cost of the entire section including four other structures is approximately $1,300,000. The Bureau of Public Roads concurs in this project and has agreed to participate in the cost.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
H. S. Cox
F. D. Morgan
D. H. Moehring
L. H. Young
I. D. Merchant
A. F. Parson

DNH:nr bg

NOV 3 - 1966

Form CD-121 (11-66) (Prev. Ed. A.O. 206-10)

UNITED STATES GOVERNMENT

FOR FILING

Memorandum

I-80N-5(23)169

6757

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street, NE
Salem, Oregon 97301

DATE: October 27, 1966

In reply refer to: 08-35.2-DA

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-80N-5(23)169
Irrigon Jct.-Stanfield Jct. Section
Grading, oiling, structures & signing

P. S. & E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right of way is available for the project and access rights previously acquired with no utility adjustments involved as indicated in Mr. Oakes' and Mr. Litchfield's October 13 and October 19, 1966 reports except for the following:

File No. 40157 - Andrews

We understand that the above file is being negotiated and will be available for occupancy and contractor's use prior to your requesting our concurrence in award.

You are authorized to proceed with the contractor's flagging included in your estimate for $1,000.

The use of Article 102-1.3, Embankment Measure, is approved for use on this specific project.

Mr. Young's October 19, 1966 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items previously accepted.

Attachment

REFERRED TO
Young Wlenc.
Asst. State Hwy. Engr.
11-3-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Morrow County Schools
SCHOOL DISTRICT No. R-1
DISTRICT OFFICE - LEXINGTON 989-8123
BOX 368
LEXINGTON RURAL STATION
LEXINGTON, OREGON 97839

October 23, 1966

Judge Paul Jones, Morrow County
Heppner, Oregon

Dear Judge Jones:

It has recently been brought to the attention of Morrow County School District R-1 that the State Highway Commission will consider a complete interchange on U.S. Highway 80 N at the Patterson Ferry Road.

The Morrow County School Board is currently paying tuition for seven students who live in Morrow County near Ordinance, and attend school in Hermiston. When this tuition payment was approved, (October 10, 1966), the school board instructed me to notify the parents that this would be the last year that we would pay tuition, and that beginning next year, (1967-1968), we would provide transportation to Morrow County Schools in Irrigon and in Boardman.

With the present seven students, an interchange at Patterson Ferry Road would save us 2,160 bus miles per year or a figure of 15,120 student miles per year. These figures are, however, much lower than they will be in the near future, because more people are moving into the area all the time. I have been informed that a family with four children is moving into the area within a few weeks.

We of the Morrow County School System sincerely request that favorable consideration be given to the Patterson Ferry interchange.

Sincerely yours,

David R. Potter,
District Supt.

PACIFIC NORTHWEST BELL TELEPHONE COMPANY

237 S.W. First
Pendleton, October 21, 1966

Judge Paul Jones
Morrow County Court House
Heppner, Oregon

Dear Sir:

This letter is to support your attempt to obtain an interchange at the Patterson Ferry road near Boardman. Our microwave site access road as you know was cut off by the freeway.

We average 10 trips per month into this location. The alternate route adds eight miles to each round trip, and increases the driving time by approximately ½ hour since the alternate road is all gravel surfaced.

Our annual cost therefore is about 60 man hours in excess of the more convenient route from the freeway. I understand that if this interchange is constructed that a frontage road would be constructed to our microwave access road.

D. A. Brown
Plant Manager

DEPARTMENT OF THE ARMY
UMATILLA ARMY DEPOT
HERMISTON, OREGON 97838

IN REPLY REFER TO
AMXUM-OS

20 OCTOBER 1966

PAUL W. JONES, JUDGE
MORROW COUNTY COURT
HEPPNER, OREGON

DEAR JUDGE JONES:

IN ANSWER TO YOUR INQUIRY, A STUDY SHOWS AN INTERCHANGE AT THE INTERSECTION OF THE PATTERSON-FERRY ROAD AND INTERSTATE 80N WOULD HAVE DEFINITE ADVANTAGES OVER THE PRESENTLY PROPOSED OVER-PASS.

AN INTERCHANGE WOULD PROVIDE A SHORTER ROUTE TO AND FROM THE DEPOT FOR BETTER THAN 50 OF OUR EMPLOYEES WHO LIVE IN THE IRRIGON AREA. IT WOULD ALSO PROVIDE A BETTER ROAD SURFACE FOR COMMERCIAL TRUCKS HAULING AMMUNITION AND OTHER COMMODITIES FROM THE BARGE FACILITY LOCATED ON THE NORTH END OF THE PATTERSON FERRY ROAD.

A NEW MISSION ASSIGNED THE DEPOT WITHIN THE LAST FEW DAYS INVOLVES HEAVY TONNAGES OF COMMODITIES NOT PREVIOUSLY STORED HERE. THIS MATERIAL IS NOW ARRIVING DAILY AND THE WORK FORCE IS STEADILY INCREASING. BASED ON PRESENT GUIDANCE, SHIPPING AND RECEIVING ACTIVITY IN THE WAREHOUSE AREA ON THE WEST SIDE OF THE DEPOT MAY INCREASE TO SUCH AN EXTENT THAT A SEPARATE ENTRANCE ONTO HIGHWAY 80N MAY BE NECESSARY.

AN INTERCHANGE AT THE SOUTH END OF THE PATTERSON-FERRY ROAD, WITH A CONNECTING ROAD FROM THE WAREHOUSE AREA TO THE PATTERSON-FERRY ROAD WOULD BE A MOST LOGICAL ARRANGEMENT AT A REASONABLE COST.

I AM IN HEARTY AGREEMENT WITH YOUR CONTINUOUS EFFORT IN PLANNING OF A PROPER ROAD NET FOR THE DEPOT AND THE SURROUNDING AREA AND TRUST THIS INFORMATION WILL BE BENEFICIAL TO YOUR EFFORT.

SINCERELY YOURS,

HERMAN P. HOPLIN
COLONEL, ORD CORPS
COMMANDING

SECURE YOUR FUTURE WITH U. S. SAVINGS BONDS

THE LINE OF FRIENDLY SERVICE

GEORGE BROWNING, JR., PRESIDENT

SITES SILVER WHEEL FREIGHTLINES

HOME OFFICE: 1321 S.E. WATER AVENUE • PORTLAND, OREGON 97214

October 20, 1966 .

Re: Patterson Road Hiway 80 N Interchange

To whom it may concern:

I was very much surprised today, to learn that there is not going to be a full interchange at the point in question. It was my understanding that our appeal with Morrow County had been granted some time ago. Now, I find that this is not so.

The way it appears to me, that while limited access to the new freeway will be gained in this new proposal, it will hinder practical usuage of this North South road.

My companies interest in a full interchange is with our required services with U.X. Gov't at Umatilla Army Depot.

Last winter, we loaded 4 barges with explosive ammunition at the old Patterson Ferry site on the Columbia River. we, for the most part used the North gate from U.A.D but several times, we had to use the other road.

In event of this road north from Ordnance being closed due to washed bridges or sand blows, we would need this other route.

There is even the possibilty that Irrigon, like may cities or towns in the U. S., may close their town to explosive hauling. In this event, either Hermiston or Boardman Irrigon interchanges would have to be used. This would be very costly and disadvantageous to us in the transportion business.

Your reconsideration on this matter would surely be appreciated.

Thanking you very kindly,

Sincerly

Wm. T. Hibbard, term mgr
Sites Silverwheel Freightlines Inc.
140 S. 1st Place
Hermiston, Oregon 97838

WTH/hlc

DAILY OVERNIGHT SERVICE TO EASTERN OREGON, WILLAMETTE VALLEY AND COASTAL POINTS

Form CD-121 (Rev. 8) (Orig. Sig. of A.O. 208-10)

UNITED STATES GOVERNMENT

Memorandum

I-80N-5(23)169

TO 6737 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street, NE
Salem, Oregon 97301

DATE: October 19, 1966

In reply refer to: 08-35.EC/710.11

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Federal-aid Interstate Program

Mr. Young's October 12, 1966 letters submitted four projects for inclusion in the subject program. These Stage 2 Construction and Right of Way phase projects are approved effective today and are detailed as follows:

Item	Project	Location	Work
466	I-80N-6(29)256	LaGrande ByPass Section	ROW
467	I-5-4(55)197	SPRR & Game Farm Rd. O'xing	Structure
468	I-80N-2(36)61	2nd Ave. Interchange (Hood River)	Illumination
469	I-80N-5(23)169	Irrigon Jct-Stanfield Jct.	5 structures

For Item 466, LaGrande ByPass Section, you are authorized to proceed with right of way incidentals and relocation payments on the entire project, and with actual acquisition from Station 201 to 360. This authorization for acquisition does not include parcel 40265(2), 40265(3), 40267, 40268(3), 40268(4) and 40268(2) as the associated work has not been justified or approved. In addition all land service facilities for land owners must be justified in accordance with State liaison procedures and your files appropriately documented.

This approval provides for improvement on 6.213 miles of Interstate Highway at a total estimated cost of $3,014,000 of which $2,772,800 is reserved as Federal-aid Interstate funds.

REFERRED TO
By Asst. State Hwy. Engr. 10-24-66

NOTED
F.H.A.-BPR

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Rt. 1, Box [illegible]S
Hermiston, Oregon
October 18, 1966

Judge Paul Jones
Morrow County Court
Box 818
Heppner, Oregon

Dear Judge Jones:

We citizens have complained to the Morrow County Court about the state of our roads in the north Morrow county area, and at this time I believe a letter might be of benefit in a petition to the State of Oregon Highway Commission stating why a full interchange on Highway 80N in the vicinity of the Patterson Ferry road is justified. I strongly urge you to give your most forceful attention in presenting our petition to the State Highway Commission for the exchange under discussion.

1. It is a hardship to this area that we do not have rural route mail service. We drive many miles expecting important mail to arrive that has a deadline set for an answer. The interchange on Highway 80N would be a benefit in the area's petition for R.R. delivery for many more persons could be serviced with less miles traveled.

2. The flood of 1964 was a disaster to most parts of Oregon. Few people believe the flood could have effected us who live here in the desert but this is not the case. The only county road in this area was closed by flood water from Dec. 22, 1964 until well into April 1965. The area effected was Sec. 14 and 12 in T 26 and Sections 7,8,4,5, and 6 in T. 27. At that time we could pick a high ground route to the north and reach Highway 30, thus giving us an east and west way of travel. Without an interchange in the vicinity of the Patterson Ferry road if this should happen again we would be marooned because we are cut off by the new freeway. The flood and road condition caused hardship enough without being shut off completely from an east and west way of travel. There was a period of over 6 weeks that trucks could not reach my property and then we had to supply a tractor to assist the loaded trucks in reaching the north and south county road on the Umatilla-Morrow county line.

3. We have talked with the buyers of our produce and they are plain spoken about how roads will effect their attitude in regard to the purchase of our produce. We simply are going to lose customers we have sold to and depended on to buy our produce for they will not put up with the added expense to them of hauling many miles extra distance which the interchange in question would cure for the area. It all sums up that we are going to be the losers of a part of our income.

4. At the present time our school district is paying tuition to the Hermiston District for eleven school children due to the road conditions or improper management, at a cost of approximately $700 per year per child. The interchange in question will permit delivery of children to the proposed Boardman High School and the Irrigon Elementary School at less cost to the tax payer. The exchange would permit many of these miles to be traveled on a highway and save wear and tear on the school busses and provide comfort and safety to the children.

There are stronger arguments in favor of the interchange. That is the development of this area that is being strived for. Without school no legitimate purchaser of land will invest money in here with the known fact that children needing to travel approximately 80 miles a day to reach a school and return home over roads no rough and rugged as we have.

I have lived on the north ½ of Sec. 8 - R3 - T27 since 1960 and made desert land entry on the property April 3, 1953, so have a fair understanding of our conditions.

Yours very truly,

Leota N. Martin

Leota N. Martin

Rt. 1 Bx. 176
Hermiston, Oregon

Morrow County Judge
Heppner, Oregon

Dear Sir:

I am wondering if there isn't something that can be done to get our county road opened again out to the highway?

As you probably know I own 320 acres about 4½ miles South of Highway 30, on which I raise alfalfa hay. I have about 160 acres in production and hope to get the rest in, in the near future, if we can sell our hay. We have between 12 and 1300 tons on our place to sell and there are several others back of us with as much or more than XI have. In past years the trucks have varied in size from small farm trucks to large diesel trucks and trailers but we estimate the average load to be about 12 ton to the load so it takes a lot of truck loads to get the hay out.

However, since we have been fenced off the highway we have not had a prospective buyer in here, they have no way of knowing we are here, so undoubtedly go to Washington for their hay. If a truck travels west from our place they now have ten miles before they reach the highway and in order to go east they have about twelve instead of the 4½ there was before. One hay buyer, that was buying hay from us quit when they fenced us off, saying he would haul over these roads if we would cut the price two dollars a ton, Which would be quite a loss onthat much tonnage.

There is also the problem of our hired help during haying. The help we hired last year lived at Irrigon and when they fenced us off the highway it made about 16 miles more to travel every day. We were already handicapped in getting help, living so far from town and this makes it much worse. If farmers would compete with industry on wages it probably wouldn't hurt us in that way, but of course that is impossible.

We know you have worked hard on this matter , and we do appreciate that, but we hope something still can be done. As it looks now our future depends on it.

Yours truly,
Ernest Crane

DESERT ROAD # 181 & PATTERSON FERRY EXCHANGE

1. The accompanying map will show the position that we find ourselves in and our reason for requesting a full EXCHANGE at the Patterson Ferry Site.

1.- Our original request was for an Overpass and frontage road to meet the recently built frontage road shown in green on this map.

2.- Part of our thinking was predicated on a misunderstanding concerning access to State Highway 80. We were under the impression from statements made that access could not be granted to the freeway from either Patterson Ferry or the Pole line roads. Therefore our only recourse was to ask for the Overpass and the aforementioned frontage road.

3.- As you can see from the map we can not gain access to this Highway even with the Overpass and frontage road as shown. We have had conversations with contractors who indicate that this exchange can be built as cheaply as the Overpass and frontage road. The advantages of the full exchange do not have to be pointed out to you gentlemen who, I am sure, are more familiar with road building than myself.

4.- In view of the fact that recent findings and studies indicate that there will be a fairly rapid development of all the area shown in numbered sections southof 80 and sin ce there is no Exchange between the 730 exchange and the one at Ordinance, it is imperative that access to the new Highway 80N be made at the so-called Patterson site. The personal letters as well as those from the business firms confirm that there either is no ready market or there will not be for agricultural products raised here, principally alfalfa, again, because of lack of access to the Highway 80N.

5.- Access at this point would answer the most pressing requests by residents of Morrow County for these reasons:

A.- Trucks, cars and other vehicles coming from any direction could "get off and on" the highway at this exchange, thereby answering the farmers

needs and demands for egress and ingress to Highway 80.

B.-Access at this point will be of extreme importance to Umatilla Army Depot at Ordinance and especially to the 51 employees who did use the Patterson exit until it was recently closed.

C.- The letter from Col. Hoplin confirms the importance to them of of this exchange. It is also stressed in the accompanying letter from Sites Silver Wheel Freight as well as by the statements from the telephone company concerning the very crucial Micro-wave station on County road #905 (181) and on which there will also be no access to Highway 80.

D.- Mr. Burns whose letter is presented with others stating his plans for agricultural development of this area, points out that some 30,000 acres of land in Morrow County will be under water in the spring of 1968.

We cannot as a county expect to have roads in this area without a definite plan for a road grid system. The map shows this planned grid of roads based on our proposal for the Patterson Exchange. This grid plan was prepared by Cornell, Howland, Hayes and Merryfield, with a few minor changes by the County Court, Roadmaster and County Planning Committee.

SCHOOL

Access - Children to Hermiston

Much of this would not happen with good access roads from this desert area.

The letter presented by Mr. Ray Dunn shows the actual possibilities of this land when under water.

We (County Court) have granted Mr. Dunn and Mr. McLannihan an easement to place a 24 inch pipe line from the River to the land he mentions. He has about 1700 acres paid for in Morrow and Umatilla Counties.

When the amounts of production in potatoes, beans, etc is multiplied by all the way from 100 acres to 5000 and even up to 30,000, we can see the tremendous potential of tonnage to be moved from these desert lands.

In Summary.

L.- It is definitely more feasible both from a point of economics as well as practibility to biuld this overpass now.

2. - It provides access from all directions to and from this desert area to a major highway.

3.- It will provide bus routes for children which are not now in existence but are badly needed.

4.- It will definitely speed up the economic growth of Morrow County and the Columbia River area.

5.- It will definitely will provide a direct Market road for the lands lying south of 80 between the Morrow-Umatilla County line and the Bombing Range road.

6.- From a point of National security it provides access to Ordinance from this area north and south of 80.

7.- It keeps open an alternate route forthe transportation of ammunition to Umatilla Ordinance Depot.

8.- The increase in valuation of this land when provided an access from all directions will provide considerable increase in taxes to Morrow County and indirectly to the State of Oregon thru increased income taxes.

There are numerous other reasons but these are some of the real important points.

COST STATEMENT

#905 Cramer Road (Canstructed January, 1966 - April, 1966)

MATERIALS

51# iron	@	.15=	$ 7.65
36 posts	@	.27=	9.72
1 roll barb wire	@	8.00=	8.00
13# staples	@	.18=	2.34
Reinforcing bar			38.97
Shiplap			57.90
2 x 4 lumber			28.66
Nails and wire			21.50
Redi-Mix			151.00
2 2/3 Cattleguards	@	204.50	545.34
Materials sub-total			871.08

EQUIPMENT

142 hrs.	Grader	@	4.80=	$ 681.60
238½ "	"	@	5.75=	1371.39
1004¾ "	Dump truck	@	4.00=	4019.00
100 "	D7 Dozer	@	10.00=	1000.00
1½ "	D4 "	@	8.00=	12.00
126½ "	Pickup	@	1.05=	132.83
5 "	"	@	2.00=	10.00
77½ "	1½ T. Ser. Tr.	@	1.35=	104.63
8 "	1½ " " "	@	4.00=	32.00
4 "	1 " " "	@	3.00=	12.00
213½ "	Loader	@	5.30=	1130.23
4 "	Lowbay	@	2.90=	11.60
	Equipment sub-total			$ 8517.28

LABOR

2290 manhours	@ various	$ 6264.86

INDIRECT COSTS

Lump sum - Social security, insurance, etc.,	$ 939.73
Grand Total	$16,592.95

42 cu. yds. Crushed fock from Rogers.	@ $1.25=	$ 52.50
5000 Cu. yds. Reject rock	@ 1.00=	5000.00
		$5052.50

Total cost of road $ 21,645.45

COST STATEMENT

#905 Cramer Road -----Construction and preparation for laying 9,150 Cu. yds Crushed Rock (Constructed January, 1966 -April, 1966

EQUIPMENT

142 hrs.	grader	@ $4.80=	$	681.60
238½ "	"	@ 5.75=		1371.39
100 "	D7 Dozer	@ 10.00=		1000.00
1½ "	D4 "	@ 8.00=		12.00
126½ "	Pickup	@ 1.05=		132.83
5 "	"	@ 2.00=		10.00
77½ "	1½ T. Service Tr.	@ 1.35=		104.63
8 "	" " "	@ 4.00=		32.00
4 "	1 T. " "	@ 3.00=		12.00
4 "	Lowboy	@ 2.90=		11.60
	Equipment sub-total			$3368.05

LABOR

788 manhours @ various $2445.18

INDIRECT COSTS

Lump sum, Social security, Insurance, etc. $366.78

Grand Total $ 6180.01

****

HAULING CRUSHED ROCK

EQUIPMENT

1004¾ hrs.	Dump trucks	@ $ 4.00=	$	4019.00
123¾ "	Loader	@ 5.30=		1130.23
	Equipment sub-total		$	5149.23

LABOR

1502 manhours @ various $ 4019.68

INDIRECT COSTS

Lump sum- Social security, insurance, ets $ 557.95

Grand Total $ 9726.86

Cost of hauling 9150 cu. yds. rock= $1.07

Overall cost of laying 9150.cu. yds rock= $1.74

RECEIVED

Commissioners
J. Pat Metke, Bend
Chairman
Wayne E. Phillips, Baker
Vice-Chairman
John P. Amacher, Winchester
Tallant Greenough, Coquille
Joseph W. Smith, Klamath Falls

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

I-80N-5(23)169

6957

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

October 14, 1966

Routing
Morgan
Docker
Bond
Barboo
Walker
Olsen
Swan

RECEIVED
OCT 17 1966
CONSTRUCTION
DIVISION

Peat
Morelock
Trout
Scott
Wills
Litchfield
Olson

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention Mr. F. D. Morgan

Dear Sir:

We are replying to your letter of October 6, 1966 which referred to the plans for the following projects:

1. Belt Line Road Interchange (widen railroad structure)Section, Pacific Highway, Lane County.

2. Second Street Interchange (Hood River) Section, Columbia River Highway, Hood River County.

3. Irrigon Junction-Stanfield Junction Section, Old Oregon Trail Highway, Umatilla and Morrow Counties.

4. Forest Grove-Gaston Section, Tualatin Valley Highway, Washington County.

5. Forest Grove Section, Tualatin Valley Highway, Washington County.

10-17-66 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (5)
T. C. Roake
J. E. Morelock
L.W. Rulien (4)
L. R. Chandler (2)
J. F. Putnam (2)
A. F. Parson (2)
fp

The only projects in which we have an interest are the two on Tualatin Valley Highway. Passage must be provided for fish at the crossings of Scoggins and Gales Creeks. These two streams are important for both resident and anadromous fish.

Thank you for the opportunity of reviewing the plans for these projects.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

RECEIVED
OCT 17 1966
STATE HIGHWAY COMMISSION

ROK:ag
cc: Director OFC

RECEIVED
OCT 14 1966
COMMISSIONERS

HERMAN F. MEIER-HIRSCH, CHAIRMAN, BEAVERTON
EDW. G. HUTCHINSON, PORTLAND
LEONARD N. HALL, CHARLESTON

FOR FILING
I-80N-5(23)169
6957

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG., 1400 S. W. 5TH AVENUE
PORTLAND 97201

October 11, 1966

Routing
Morgan
Docker
Bond
Barbee
Walker
Glenn
Swan
Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson
RECEIVED
OCT 12 1966
CONSTRUCTION
DIVISION

Mr. Forrest Cooper
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Attention Mr. F. D. Morgan

Dear Mr. Cooper:

The plan title sheets of the following listed highway projects submitted to us by your letter dated October 6, 1966 have been examined:

Irrigon Junction-Stanfield Junction Section, Old Oregon Trail Highway, Umatilla and Morrow Counties.

Forest Grove-Gaston Section, Tualatin Valley Highway, Washington County.

Forest Grove Section, Tualatin Valley Highway, Washington County.

Fish passage must be provided on Gales Creek, Scoggins Creek, Tualatin River, and Umatilla River highway crossings. We anticipate no fishery problems and the projects are approved.

Sincerely,

Burton E. Carnegie

BURTON E. CARNEGIE
HYDRAULICS ENGINEER

cc: Oregon State Game Commission

10-12-66 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (3)
T. C. Roake
J. E. Morelock
L. W. Rulien (4)
A. F. Parson (2)
fp

NOTED
F. B. KLABOE

RECEIVED
OCT 13 1966
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

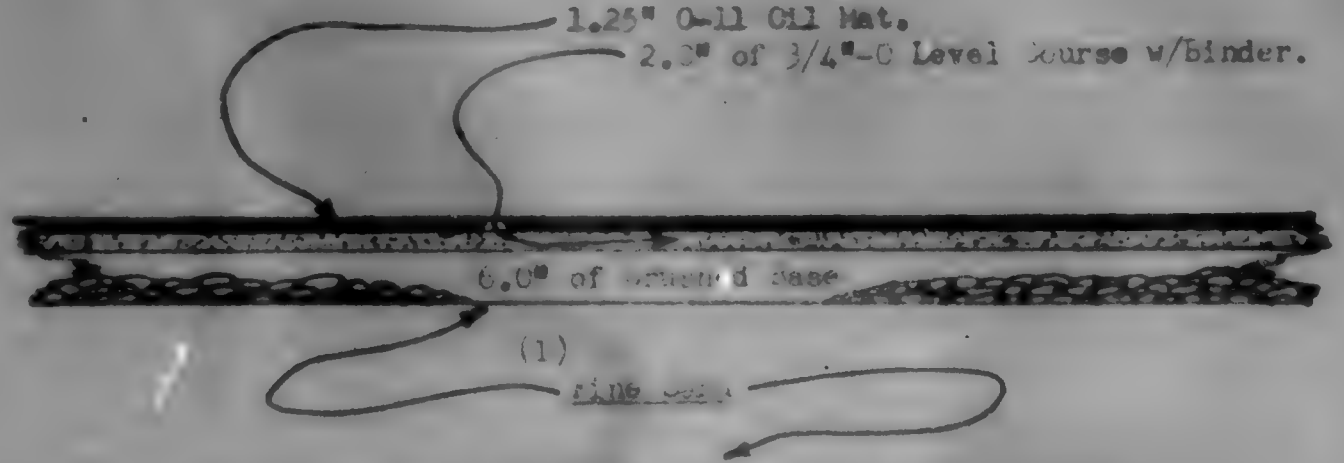
Section EAST ROSA FERRY ROAD Highway COUNTY ROAD County MORROW Prefix —

Res. Engr. _____ Approx. Length 1.0± Miles. Sta. _____ to Sta. _____ Date 8-15-66

Truck A.D.T. None Traffic Coefficient 4.0 (Cars Only) 18 kip s.a. per day 0.0014,

Annual Precipitation 12"± Frost Penetration 20"±.

(1)
Typical Soil
- LL
- PI
- 99 %P 10
- %P200
- %Gravel
- 13 %C Sand
- %F Sand
- %Silt
- 2 %Clay
- "R" Value (Corrected)



*Minimum Actual Thickness for Traffic Classification.

CBR Total Req.	Credit	Actual Thick.
	1.1 2.0 0.0	1.1 2.0 0.0
—	9.5	9.25

AASHO CLASSIFICATION:
A-2-4

MATERIAL SOURCES:
To be determined by the Engineer.

Values assigned various components of the roadway structure:
1.0" Oil Mat. = 1.1" Crushed base
1.0" Stone Subbase = 0.8" Crushed base
(Per Standard)
(Specs and)
(Supplementals)

6957
I-80N-5(23)169

NOTED
F. B. KLABOE

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
[illegible]
Rural Engineer

Submitted by C. J. Long
Staff Assistant

Recommended by O. A. Wheeler
Engineer of Materials

Recommended by E. E. Hoon
Construction Engineer

Approved by F. B. Kloboe
Asst. State Highway Engineer

SECTION: PATTERSON FERRY ROAD

HIGHWAY: COUNTY ROAD

COUNTY: MORROW

Traffic Analysis:

Calculation for Traffic Coefficient

Volume Study For Year 1965

A. 1965 Present ADT 10 (Total)

B. 1985 Future ADT 15 (Total)

C. Mean ADT 13 $(\frac{A+B}{2})$

D. Design Period 20 Years

E. No. of Lanes 2

F. Percent Trucks None (ADT Basis)

G. Trucks (in one direction) $\frac{F}{2}$ ---------- x (C) ----- = -----

H. % Trucks in Design Lane ---------%

I. Trucks in Design Lane (G) ------- x (H) -----% = --------

TRAFFIC COEFFICIENT = K (I) 0.119

where K = 4.669

= 4.0

on "Class Only" Classification

SECTION: PATTERSON FERRY ROAD

HIGHWAY: COUNTY ROAD

COUNTY: MORROW

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good __X__ Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: None made

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A. C. or Oil
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: See remarks
13. Traffic Safety: See remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are available to this type construction.

CONCLUSION AND REMARKS:

No Cost comparison made due to light traffic volume.

COREY, BYLER & REW
ATTORNEYS AT LAW
222 S. E DORION AVE.
P. O. BOX 218
PENDLETON, OREGON 97801

GEORGE H. COREY
ALEX M. BYLER
LAWRENCE B. REW

TELEPHONE
AREA CODE 503
276-3331

April 7, 1966

Honorable Paul Jones
County Judge
Morrow County
Heppner, Oregon

Dear Judge Jones:

Fred Andrews and I enjoyed meeting with you and the other members of the County Court on April 6. As we understand the discussion at this meeting, Morrow County will commence immediately to install stock guards at the north terminus of the county road crossing the Andrews' property. Mr. Andrews will provide a metal used stock guard which the county will install at the south end of the road in the area of the Andrews' south boundary. We appreciate your courtesy and cooperation in connection with this matter and hope that the work can be completed soon so that Mr. Andrews may put his cattle on the land.

Yours very truly,

COREY, BYLER & REW

By George H. Corey

GHC:mf

PHONE 281-0061
TWX-PD 617

CABLE ADDRESS
"TIDE-BARGE"

TIDEWATER BARGE LINES

GENERAL OFFICES
2609 N. E. MARINE DRIVE
PORTLAND, OREGON, 97211

December 27, 1965

Judge Paul W. Jones
Heppner
Oregon

Dear Sir:

It has come to our attention that Morro County intends to close the Patterson Ferry road north from Highway #80.

If this is true, we urgently protest the closing of this road as we have just completed a movement of 2,600 tons out of the Umatilla Army Depot and the Patterson Ferry road was used for this movement, to our Hogue-Warner interchange.

We believe it is imperative to keep both the north and south gates open at the Umatilla Army Depot and the Patterson Ferry Road be kept open and maintained for national defense.

Very truly yours,

TIDEWATER BARGE LINES

A. F. Goudge
Marine Operations Manager

AFG:mt

PACIFIC NORTHWEST BELL TELEPHONE COMPANY

Pendleton, Oregon
December 27, 1965

The Honorable Judge Paul W. Jones
Morrow County Court House
Heppner, Oregon

Dear Sir:

In response to your request for information regarding access requirements for our microwave station located 8 miles southwest of Ordinance, Oregon, I am sending you this information.

This station is a repeater in the cross-country network of radio relay stations. It is used for carrying message circuits, television and various types of private services, including numerous circuits leased to the government. The station is considered vital to national defense.

Over the past year, we have visited the station 151 times according to our station log. This averages about three visits per week. These visits are for various purposes such as equipment trouble, routine maintenance, equipment installation and building maintenance.

If no frontage road is provided with the extension of the freeway, our access to the station would be over a dirt road which leaves Ordinance just west of the Umatilla County line, and winds to the south of our station. The total distance over this road is 13.5 miles. Presently we travel 8 miles from Ordinance to our station, 2 miles of which is dirt road. Each trip therefore would be lengthened by 11 miles, and by at least 1/2 hour's driving time. With snow on the ground, this back road would be considerably more difficult to drive.

I hope this information will support your contention that a frontage road should be provided on the south side of the new highway. If I can furnish any further information, please call me on 276-5041.

Sincerely,

James A. Green

Plant Manager

GEORGE BROWNING, JR., PRESIDENT

SITES SILVERWHEEL FREIGHTLINES

1321 S. E. WATER AVENUE • PORTLAND 14, OREGON

December 27, 1965

Judge Paul W. Jones
Morrow County Court
Heppner, Oregon

Dear Judge Jones:

Information has reached our office relative to New Construction Plans for new U. S. Highway 80 in the vicinity of the west end of Umatilla Army Depot. The road in question being the Patterson Ferry Road intersection with U. S. Highway 80.

This road is being used for traffic moving north to the Columbia River Barge Landing, Hogue-Warner Moorage. This Company has just completed a haul of 2600 tons of explosives for barge movement via Patterson Ferry Road to Hogue-Warner Moorage. In the movement of ammunition from Umatilla Army Depot, both the north and south gates should be available for National Emergency.

We, therefore, request that the State Highway Department give consideration for an extension of a frontage road with an overpass to the Patterson Ferry Road in line with the south gate of Umatilla Army Depot.

We trust that the above information wil be of assistance in stressing the importance of this intersection.

Yours very truly,

B. F. Billeter

Ben F. Billeter,
Traffic Manager

BFB:bc

HEADQUARTERS
UMATILLA ARMY DEPOT
HERMISTON, OREGON 97838

In Reply Refer To
SSMUM-CO

19 November 1965

Honorable Paul W. Jones
Judge, Morrow County Court
Heppner, Oregon

Dear Judge Jones:

In reply to your letter of November 10th, I would like to invite your attention to a letter which Colonel Hoplin, Commanding Officer, Umatilla Army Depot, forwarded to you on October 29th in response to your letter of October 25th. As stated in that letter, Colonel Hoplin is vitally concerned with the inconvenience which lack of access from Highway 30 (80) to Paterson Ferry Road would cause the approximately 40 employees who regularly use that route in traveling to and from work. No doubt this number would increase considerably in the event of a sizeable increase in the work force which might be brought about by a national emergency.

With respect to utilization of Paterson Ferry Road for shipment of freight, this Depot uses part of that road for the transfer of freight by truck from the Depot to the barge terminal at the foot of Paterson Ferry Road. The primary route is from the northwest gate of the Depot via blacktop road north to Oregon highway 730, thence west to Paterson Ferry Road, and north on that road to the barge terminal. In the event access to this route were, for any reason, denied, an alternate route would be required. Utilization of your proposed frontage road and the overpass to Paterson Ferry Road would appear to be a near-ideal alternate which would most certainly be used for barge shipments/receipts in the event the primary route were denied us.

I trust this will provide the information you desire.

Sincerely yours,

Robert N. Brewer

ROBERT N. BREWER
Lt Col, Ord Corps
Deputy Commander

HEADQUARTERS
UMATILLA ARMY DEPOT
HERMISTON, OREGON 97838

In Reply Refer To
SSMUM-CO

3 copies.

29 October 1965

Paul W. Jones, Judge
Morrow County Court
Heppner, Oregon

Dear Judge Jones:

Your letter of October 25th to Colonel Brewer, concerning construction plans for the new Highway 80, has been noted with interest.

To my knowledge, the Umatilla Army Depot has not been consulted concerning accesses to Highway 80 (other than the one main access to the Depot) and, obviously, the lack of access to this road which might cause an inconvenience on the part of my Depot employees is of vital concern to me. Your request to the State Highway Department for an extension of the Frontage Road, with an overpass to the Patterson Ferry road, appears to have considerable merit.

We have in the neighborhood of forty employees in the Irrigon community who utilize the Patterson Ferry road as their normal means of travel to and from work. In addition, there are other employees living in Umatilla who might find it advantageous to utilize this means of commuting to the Depot after the area has been partially relocated following the planned high water level.

I trust that the above information will be of assistance to you in your future planning for the economic development of Morrow County.

Sincerely yours,

HERMAN P. HOPLIN
Colonel, Ord Corps
Commanding

Judge Jones:

In response to your request we wish to inform you that we move out approximately 400 ton of hay every year, over road number . All new hay trucks use this same road when they contact us to buy hay, and we are raising appproximately 1000 ton a year.

This road is also used by us when we go to town, at least two times a week. The R E A, the gas trucks etc. use the road too.

Ernest Cramer

Dear Sir:

In response to your request as to the amount of hay hauled to highway 30 via county road ——, I wish to say that I moved approximately 800 tons of hay over this road.

In addition my hired help and myself made about 520 trips a year via pick-ups and automobiles over this same road.

Waldo H. Cramer

OREGON STATE HIGHWAY COMMISSION

SP*F72
Form E-457 (6-61)

APPLICATION AND PERMIT TO OCCUPY OR PERFORM OPERATIONS UPON A STATE HIGHWAY

Permit Number: 10781

Name and Address of Applicant:

W.C. Starke
105 E. 4th Street
Hermiston, Oregon

Applicant hereby applies to the Oregon State Highway Commission for permission to perform the following operations upon the right of way of the Old Oregon Trail Highway, No. 6, Morrow county, between ~~XXXXXX~~ IS-80N Boardman, and Umatilla County Line, as shown on the map or plan attached hereto and by this reference made a part hereof.

☐ Construct, operate and maintain a _____ pole line.

☐ Construct, operate and maintain a _____ buried cable.

☒ Construct, operate and maintain a Irrigation Water pipe line.

Highway Ref. Map No. _____

☐ Erect and maintain a non-commercial sign.

☐ Miscellaneous operations and/or facilities as described.

POLE LINE, BURIED CABLE OR PIPE LINE TO BE CONSTRUCTED ALONG OR ACROSS SAID HIGHWAY AT:

Mile Post	to Mile Post	ENGINEERS Station	to Station	Side of Hwy. or Angle of XING.	DISTANCE FROM Centerline	DISTANCE FROM R/W Line	BURIED CABLE OR PIPE Depth	BURIED CABLE OR PIPE Size and Kind	Span Length
~~189.03~~ 167.9	-	327+60		13°			36"	400' C... Pipe (...) 76" Ø Steel 7/16" Welded Water Pipe. Above 76" steel pipe to be enclosed in an 84" metal corrugated Conuit	

SIGN TO BE ERECTED ON SAID HIGHWAY AT:

Mile Post	Engineers Station	Distance from Highway Centerline	Side of Highway	Remarks

DESCRIPTION AND LOCATION OF MISCELLANEOUS OPERATIONS AND/OR FACILITIES

Recommended for approval:

_____ District Maintenance Superintendent

_____ Division Engineer

This permit is issued by the Commission subject to the terms and provisions contained herein and/or attached hereto; this permit is accepted and approved by applicant subject to said terms and provisions.

Applicant: W C Starke

By: _____

Date of Application: 2/3/66

OREGON STATE HIGHWAY COMMISSION

By: _____
Assistant State Highway Engineer

Effective Date: 2-14-66

GENERAL PROVISIONS

The appropriate General Provisions contained in "Oregon State Highway Commission, GENERAL PROVISIONS, for Pole Line, Buried Cable, Pipe Line, Non-Commercial Signs, and Miscellaneous Operations and/or Facility Permits, August 1, 1964," as supplemented and modified by the following Special Provisions, shall apply to this permit, and by this reference are made a part hereof. It shall be the obligation of the applicant to obtain said General Provisions from the Commission and to determine which of the various provisions are applicable before commencement of work under said permit.

SPECIAL PROVISIONS

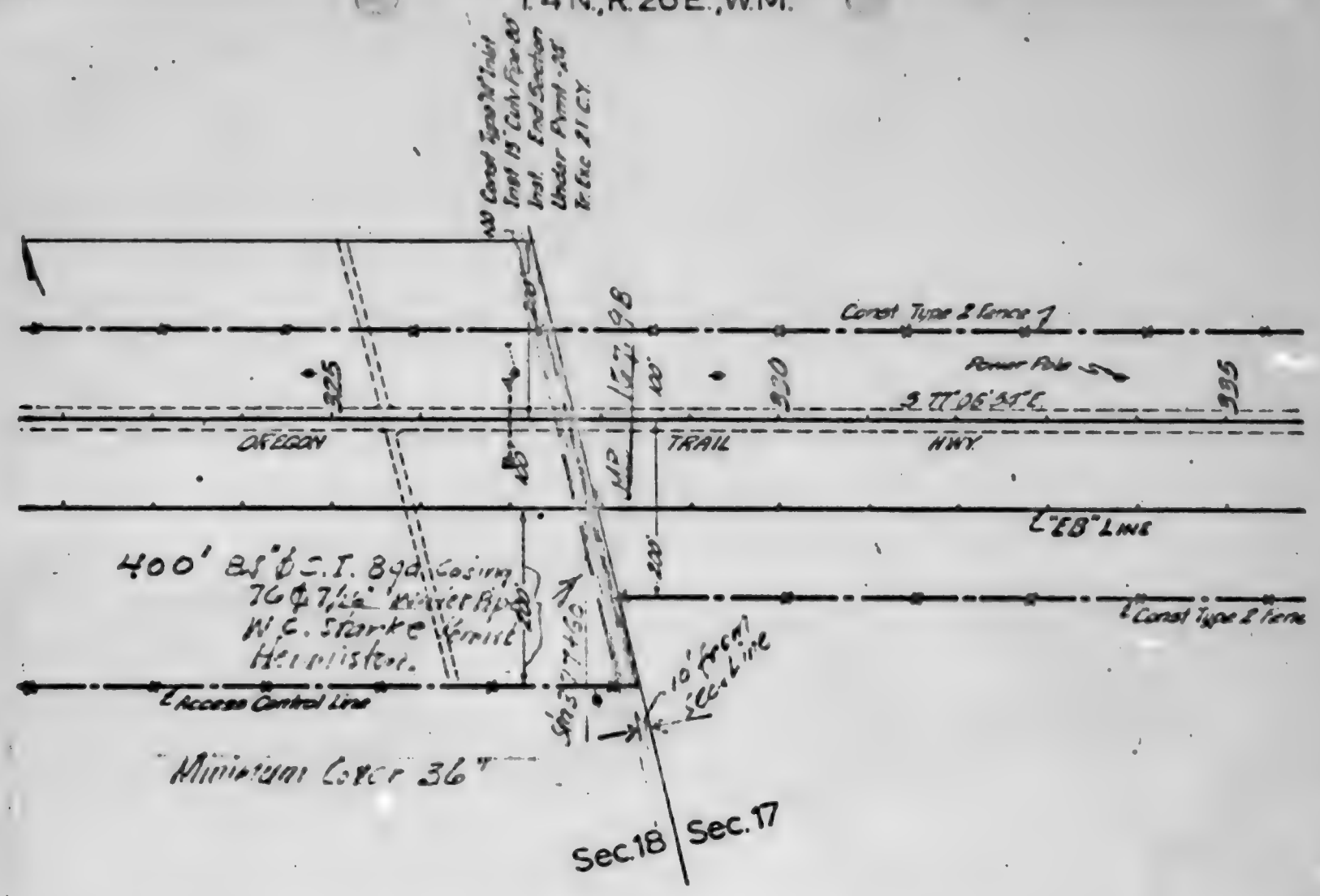
1. The section of highway involved has/~~has not~~* been designated as an Interstate Route.
2. The section of highway involved ~~is~~/is not* within a National Forest.
3. General Provision V, A regarding insurance shall/~~shall not~~* apply during the initial installation of facilities.
4. General Provision V, B regarding bond shall/~~shall not~~* apply during the initial installation of facilities. Bond in the amount of $ 2,000 is required.
5. General Provision VI, H shall/~~shall not~~* apply. If applicable, trenching or tunneling nearer than _____ feet from either edge of the surfaced portion of the highway will not be permitted.
6. Open cutting of the paved or surfaced portion of the highway under General Provision VI, I is/~~is not~~* permitted. If permitted the trench shall be backfilled by:
   a. (x) Replacing the excavated materials.
   b. ( ) Placing granular materials of a type and quality satisfactory to the Engineer.
   The top 6 inches of backfill shall be composed of crushed rock or gravel of a quality and sizing designated by the Engineer. Asphaltic concrete patches shall be 4 inches in compacted depth and placed in 1 course(s).

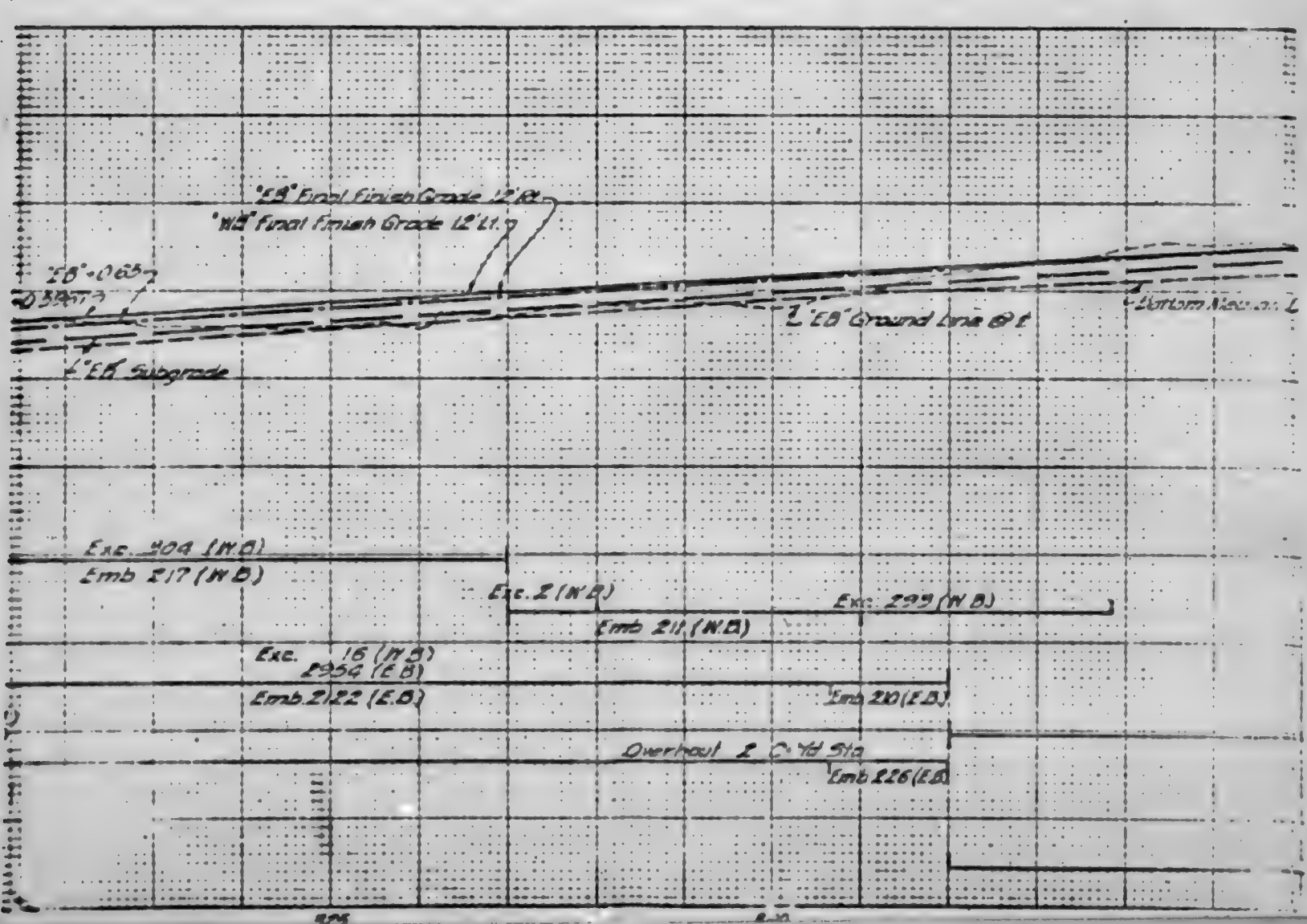
7. Working pressure of steel 76" water pipe based on steel stress of 12,500 # per sq. inch.
   7/16" Wall x76"= 236' or 102 # per sq.inch (designed)
   Normal working pressure will be 30' head.
   Maximun " " " " " ".

8. The 84" conduit covered by this permit is located within the limits of an active Highway contract. The Applicant shall make the conduit installation in such manner and at such time as required to avoid interference with the highway contractors operations.

* Strike out word or words not applicable.

T. 4 N., R. 26 E., W.M.


Const Type 2 Fence
Power Pole
℄ TIDE ST ℄
OREGON TRAIL HWY.
℄ "EB" LINE
400' 85° ℄ C.T. Bgd. Casing
76 @ 7½" River Rock
W.C. Starke Permit
Hermiston.
℄ Access Control Line
℄ Const Type 2 Fence
10' Access Control Line
Minimum Cover 36"
Sec. 18
Sec. 17


"EB" Final Finish Grade 12'Ø
"WB" Final Finish Grade 12'Ø
"EB" Subgrade
℄ "EB" Ground Line @ ℄
Exc. 304 (W.B.)
Emb 217 (W.B.)
Exc. 2 (W.B.)
Emb 211 (W.B.)
Exc. 299 (W.B.)
Exc. 16 (W.B.)
295.4 (E.B.)
Emb. 212 (E.B.)
Emb 210 (E.B.)
Overhaul 2 C.Yd Sta
Emb 226 (E.B.)

Petition

To the Honorable the County Court of Morrow County, State of Oregon

We, the undersigned, freeholders of the County of Morrow, State of Oregon, residing in the Road District or Districts where said road is to be constructed hereinafter described, respectfully petition your Honorable Body to purpose a County Road as follows, to-wit:

See Attached Map (Marked in Red)

The public necessity for such road being as follows: Need to gain access to private property lying South of Highway 30 and to use said access road without the necessity of entering onto Highway 30 which will be without exit to said private property.

Width of said road to be Sixty (60) feet.

NAMES	NAMES
Mary Hellberg	R C Ryan
Marilyn Hellberg	Roda M Waddoy
Frank Warren	Fred Andrews
Walter K Cramer	Maxwell L Jones
Mildred F. Cramer	Ralph W Lawson
Luther W. Cramer	Mary Isabelle Jones
Clark Key	Edna F Mulkins
Bernice J Key	Wayne E Mulkins
Frances McDole	Bessie Sand
Marvin McDole	Mabel Sand
Robert M Hopkins	Floyd J Webber
Elroy H McDole	Gladys Webber
Lola V. Martin	Thomas P Parsons
Howard E Martin	Rachel P Parsons
Clarence W Ruthelf	Lloyd M Bauer
Mary Lou Brock	Kenneth W Babb
Myrtle B. McDole	Alex J. Lamb
Leon J LeBlanc	Cardie L Lebleau
Ruth Clark	Ernest Cramer
[illegible]	Ethel Cramer

To the Honorable the County Court of Morrow County,

State of Oregon

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NAMES	NAMES
Mary Hellberg	R C Ryan
Marilyn Hellberg	Roda Waddoy
Frank Harzen	Fred Andrews
Walter K Cramer	Maxwell L. Jones
Mildred F. Cramer	Ralph W Lawson
Luther W. Cramer	Mary Isabelle Jones
Clark Key	Edna F Mulkins
Bernice Key	Wayne E Mulkins
Frances McDole	Billie Sitland
Marvin McDole	Mabel Sand
Robert M Hawkins	Floyd J Wobbs
Elroy H McDole	Gladys Wobbs
Lola V. Martin	Emmitt R Greene
Howard E Martin	Rachel F Greene
Clarence W Ashleff	Lloyd M Boyer
Mary Lou Brant	Kenneth W Lahr
Myrtle B. McDole	Olley J. Lamb
Leon F LeBlanc	Carlie L LeBlanc
Ruth Clark	Ernest Cramer
Marilyn D. Collins	Ethel Cramer
Edward Christensen	Winnifred Brant
Joseph H Christensen	Mrs. C. W. Cantrell

330-1723 Hilton-Freewater (Broadway) 1966
City St. (Grad. & Fav.)
#6958

CTR 3065

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 93149

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
11-6-67	CC 1085		330-1793-795

City of Wilton-Freewater
City Hall
Wilton-Freewater, Oregon

Attn: Henry Schneider, Manager

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Billing: Special City Allotment Project on Broadway, Contract #6956. Covered by agreement dated April 27, 1966.			
City's advance deposit			25,700.00
As per attached statements: Final costs		44,195.13	
Agreed State share		20,000.00	
			24,195.13
To be refunded			1,504.87

RECEIVED
NOV 6 1967
ENGINEER
COUNTY & CITY DIVISION

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $.....

By .....

NOTED
H. S. COX

NOTED
HAROLD REYNOLDSON

NOTED
RICHARD UNREIN

NOTED
P. E. Assistant

NOTED
MAINOR

NOTED
DON HARWELL

NOTED
R. H. PRANGE

SCA

OREGON STATE HIGHWAY DEPARTMENT

Date November 3, 1967

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Program Year 1966

Contract # 6058 Prefix 330-1723 Survey Prefix 330-1168

Street Broadway

City Milton-Freewater

Payments to Contractor..(See attached voucher.)	$ 35,692.64
Payments to Railroad for utility adjustment.	108.26
Engineering and Contingencies.....	5,699.05
*Survey... Total: $ 5,200.69 City's Pro-rata Share.....	2,694.38
TOTAL.....	$ 44,175.13
Agreed State Share	20,000.00
Agreed City Share	$ 24,175.13
City Advance Deposit	$ 25,700.00
REFUND DUE CITY....	$ 1,524.87

NOTED
H. S. COX

Reference: Outside Billing CO-1005

* ~~Construction costs over $20,000 = $21,500.75~~ / ~~Construction costs = $21,500.75~~ x $5,200.69 = $2,694.38

City share of preliminary engineering = $2,694.38

copies To: K Labbe
Parson
Morgan

NOTED
R. H. FRANGE

RU:mm

NOTED
HAROLD
REYNOLDSON

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

OREGON STATE HIGHWAY DEPARTMENT

CONTRACT PAYMENT VOUCHER

FORM A-20 (REV 6-63)

COUNTY: UMATILLA

CONTRACT NO.: 6958

ESTIMATE NO.: 4 Fi

HIGHWAY: CITY STREET

FEDERAL AID PROJECT NO.:

SECTION: MILTON-FREEWATER /BROADWAY/

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE
001	CLEARING AND GRUBBING	LUMP SUM	1,000.0000	1.0
002	GENERAL EXCAVATION UNCLASSIFIED	CU YDS	.6700	2,623.0
003	FINISHING ROADBED AND SLOPES	MILE	750.0000	.2
004	TRENCH EXCAVATION	CU YDS	6.0000	67.1
005	WATERING	M-GALS	3.0000	106.6
006	3/4IN-0 MATERIAL IN BASE	CU YDS	2.9000	666.3
007	STONE BASE	CU YDS	2.6500	3,005.2
	CLASS B ASPHALT CONCRETE	TONS	9.1700	1,437.2
012	12-INCH STORM SEWER PIPE	LIN FT	4.5000	114.0
014	CONCRETE INLETS TYPE GB-1	ONLY	125.0000	5.0
015	CONCRETE CURBS	CU YDS	45.0000	124.8
016	CONCRETE DRIVEWAYS	SQ YDS	5.4000	209.3
	PRICE AGREEMENT ITEMS			
30101	12-INCH SIPHON PIPE	LIN FT	8.0800	130.0
30102	15-INCH STORM SEWER PIPE	LIN FT	4.5800	22.0
6001J	AC COMPACTION PENALTY	LUMP SUM		

DATE: 6/1/67

6958

PREVIOUS VOUCHER NO.: 35695

CHECKED BY: CP/md

ENGINEER OR AUDITOR: L. C. Johnson

TOTAL CONTRACT ITEMS

% RETAIND ON CONTRACT ITEMS

FORCE ACCOUNT

TOTAL PAYMENTS

	CONTRACT NO.	ESTIMATE NO.	PREFIX NO'S.	
	6958	4 Final	330-1723-201 (41)	60.32 Dr.
			330-1723-201 (41)	74.00 Cr.
	FEDERAL AID PROJECT NO.		330-1723-204 (41)	1,933.11 Dr.

ER /BROADWAY/

UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
LUMP SUM	1,000.0000	1.000	1,000.00	1,000.00	
CU YDS	.6700	2,623.000	1,757.41	1,757.41	
MILE	750.0000	.230	172.50	172.50	
CU YDS	6.0000	67.150	402.90	402.90	
M-GALS	3.0000	106.600	319.80	319.80	
CU YDS	2.9000	666.394	1,932.54	1,932.54	
CU YDS	2.6500	3,005.260	7,963.94	7,926.50	37.44
TONS	9.1700	1,437.220	13,179.31	13,156.43	22.88
LIN FT	4.5000	114.000	513.00	513.00	
ONLY	125.0000	5.000	625.00	625.00	
CU YDS	45.0000	124.860	5,618.70	5,618.70	
SQ YDS	5.4000	209.330	1,130.38	1,130.38	
LIN FT	8.0800	130.000	1,050.40	1,050.40	
LIN FT	4.5800	22.000	100.76	100.76	
LUMP SUM			74.00-		74.00-

TOTAL CONTRACT ITEMS	35,692.64	35,706.32	13.68-
% RETAIND ON CONTRACT ITEMS		1,933.11	1,933.11
FORCE ACCOUNT			
TOTAL PAYMENTS	35,692.64	33,773.21	1,919.43

SCA

OREGON STATE HIGHWAY DEPARTMENT

REQUEST FOR TRANSFER OF COST DISTRIBUTION

FORM A-87 (7-63)

FROM: Division 5

ADDRESS: LaGrande, Oregon

NOTED
H. S. COX

TO: ACCOUNTING DIVISION—

DATE OF REQUEST: October 6, 1967

NAME AND NUMBER OF ORIGINAL DOCUMENT (IF PAYROLL TRANSFER, INDICATE CREW NUMBER): L. C. Johnson Crew 080-10

DATE OF ORIGINAL DOCUMENT

VENDOR'S NAME

DATE OF VENDOR'S INVOICE

QUANTITY	UNIT	DESCRIPTION	CHARGE DISTRIBUTION	CHARGE AMOUNT	CREDIT DISTRIBUTION	CREDIT AMOUNT
Lump	Sum	Inspectors School	5065-900	300 00	330-1723-900	300 00
"	"	1/3 of L. C. Johnson's Time	" "	600 00	" " "	600 00
"	"	Overtime & Holidays	" "	650 00	" " "	650 00
		TOTAL		1550 00		1550 00

RECEIVED
OCT 11 1967
ENGINEER
COUNTY & CITY DIVISION

(FOR ACCOUNTING DIV. USE ONLY)

ORIGINAL CHARGE ON VOUCHER

REASON FOR THIS REQUEST:

Above items were charged against construction engineering on Milton-Freewater (Broadway) Contract No. 6958 but are not legitimate charges against the construction project.

PREPARED BY:

NOTED
RICHARD UNREIN

APPROVED:

Orig. Signed by H. S Coulter

NOTED
DON HARWELL

INTERIM
OCT 10 1967
FOR FILING

330-1723
6954

SP°13611-754

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 6, 1967

SUBJECT: Milton-Freewater
Broadway Avenue
Contract No. 6958

To: Mr. A. F. Parson
Division Engineer
State Highway Department
P. O. Box 850
LaGrande, Oregon 97850

In an effort to equalize the construction engineering cost of subject project, it has been determined that this can best be accomplished by transferring amounts as follows:

1. $2,800 from 330-1723-900 to 330-1468-901
2. $1,550 from 330-1723-900 to 5065-900

Prefix No. 330-1468-901 is a Preliminary Engineering account. It is felt that a certain portion of Construction Engineering could be assigned to Preliminary Engineering on this project as the construction crew had to perform considerable work which would normally be done under Preliminary Engineering

Due to a certain lack of care at the Division level, it is also our belief that certain costs should normally be charged to Division Administration 5065-900. Attached is a "Request for Transfer of Cost Distribution" to accomplish the transfer of $1,550 to this prefix. Please sign this form and return to this office.

Mr. Coulter and Mr. Klaboe have discussed this project and this solution to the problem has Mr. Klaboe's sanction.

NOTED
F. B. KLABOE

F. D. Morgan
Construction Engineer

FDM:fw
Enc.
cc F. B. Klaboe

RECEIVED
OCT 9 1967
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

REQUEST FOR TRANSFER OF COST DISTRIBUTION

FORM A-87 (7-63)

FROM: Construction Division

ADDRESS: Salem, Oregon

TO: ACCOUNTING DIVISION—

DATE OF REQUEST: October 6, 1967

RECEIVED OCT 9 1967 ENGINEER COUNTY & CITY DIVISION

NAME AND NUMBER OF ORIGINAL DOCUMENT (IF PAYROLL TRANSFER, INDICATE CREW NUMBER): L. C. Johnson Crew 080-10

DATE OF ORIGINAL DOCUMENT

VENDOR'S NAME

DATE OF VENDOR'S INVOICE

QUANTITY	UNIT	DESCRIPTION	CHARGE DISTRIBUTION	CHARGE AMOUNT		CREDIT DISTRIBUTION	CREDIT AMOUNT	
Lump	Sum	Engineering Costs	330-1468-901	2800	00	330-1723-900	2800	00
		Milton-Freewater (Broadway) contract 6958						
		TOTAL		2800	00		2800	00

(FOR ACCOUNTING DIV. USE ONLY)

ORIGINAL CHARGE ON VOUCHER

REASON FOR THIS REQUEST:

Engineering charges made against Construction Prefix and should have been charged to preliminary engineering.

PREPARED BY:

APPROVED:

SCT

FORM DO NOT FILE

MILTON-FREEWATER — BROADWAY
1966 SPECIAL CITY ALLOTMENT PROJECT

Sept 1967
date

ITEM		AT BID OPENING	FINAL COSTS	NORMAL COSTS
Contract Items		$38,662.20	$34,615.48	$34,615.48
Add. Items		750.00	1,185.42	1,185.42
Total		$39,412.20	35,800.90	35,800.90
Engr. & Cont.	(12½%)	4,926.53	10,049.85 (28%)	(12½%) 4,475.11
Total Auth.		$44,338.73	$45,850.75	$40,276.01
City Share (P.E.)		1,372.32	1,353.51	1,208.57
TOTAL		$45,711.05	$47,204.26	$41,484.58
S.C.A. Funds		20,000.00	20,000.00	20,000.00
CITY COSTS		$25,711.05	$27,204.26	$21,484.58

TOTAL $2,100.69

ENGINEERING USED	$10,049.85
NORMAL ENGR. @ 12½%	4,475.11
EXCESS	$ 5,574.74

I RECOMMEND that this AMOUNT be a SPECIAL EXPENDITURE for ABNORMAL ENGINEERING costs. should be APPROVED by HWY. COMM. & taken from S.C.A. funds. JJH.

NOTED
RICHARD UNREIN

$27,204.26	- FINAL
21,484.58	- NORMAL
$ 5,719.68	OVER NORMAL COST TO CITY.

NOTED
HAROLD
RE NOLDSON

NOTED
P. B. Arensmeier

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

RECEIVED
JUN 15 1967
FOR FILING
330-1723
6958

June 14, 1967

United Pacific Insurance Company
Fidelity and Surety Department
P.O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 6958 awarded to Jones-Scott Company for grading and paving Broadway Street in Milton-Freewater in Umatilla County was completed on May 3, 1967, and accepted by the Highway Commission on June 13, 1967.

Final payment in the amount of $1,919.43 will be released to the contractor after June 21, 1967. The total contract amount is $35,692.64 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Ousry, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Jones-Scott Company
10 North Third Avenue
Walla Walla, Washington

L.H. Young
C.H. Maison
Attn: John Herr

RECEIVED
JUN 14 1967
FOR FILING
6958

June 13, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed May 3, 1967, on Contract No. 6958. The contract was with Jones-Scott Company and was for the grading and paving on the Hilton-Freemater (Broadway Street) Section in Umatilla County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective June 13, 1967, and that you concur in this procedure at the Commission meeting at July 24.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
C. H. Maison
L. H. Young
A. F. Parson

srb jw

5CA - 67

MILTON-FREEWATER
ALL AMERICA CITY

- Council-Manager Government Since 1938

CITY OF MILTON-FREEWATER

State of Oregon

OFFICE OF
CITY MANAGER

May 22, 1967

PHONE 938-5531
CITY HALL, 722 SOUTH MAIN

Oregon State Highway Department
1240 North 1st Avenue
Hermiston, Oregon

Attention: Mr. L. C. Johnson, Resident Engineer

Gentlemen:

The Engineering Department of the City of Milton-Freewater inspected the new construction of East Broadway between Main and Highway 11 and recom mended acceptance thereof to the City Council.

On 9 May the City Council voted to formally accept the quality of the construction of the East Broadway project and to extend a letter of thanks to the Highway Department personnel for their cooperation.

In accepting this construction, this letter is the City's authorization and approval for the Highway Department to meet any contractual obligations necessary.

Sincerely yours,

Henry Schneider
City Manager

HS/p

RECEIVED
MAY 31 1967
ENGINEER
COUNTY & CITY DIVISION

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

FORM E-1 (REV. 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

NAME OF JOB: Milton-Freewater (Broadway)	SECTION: Milton-Freewater (Broadway)	WEEK ENDING: May 6,1967
	HIGHWAY: City Street	SECTION PREFIX: 330-17[illegible]
		COUNTY: Umatilla
CONTRACTOR: Jones & Scott Company	KIND OF WORK: Curbing and Paving	
DATE OF CONTRACT: November 28,1966	CONTRACT NUMBER: 6958	FEDERAL AID PROJECT NUMBER: State
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 7 SUPERVISION: 2	DATE WORK STARTED: January 16,1967	ESTIMATED COMPLETION DATE: May 3,1967
	SPECIFIED WORK DAYS: NA	WORK DAYS USED: NA
	SPECIFIED CALENDAR DAYS: 210	CALENDAR DAYS USED: 146
PROJECT AUTHORIZATION: $ 34,358.72	SPECIFIED COMPLETION DATE: NA	PERCENT OF TIME ELAPSED: 70
EXCLUSIVE OF ENGINEERING: $ 32,412.20	ENGINEERING AUTHORIZATION: $ 3,152.97	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 36,206.32	ENGINEERING COST TO DATE: $ 9,384.22	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100 [illegible]
ESTIMATED PERCENT OVERRUN / UNDERRUN: 6 %	PERCENT OF AUTHORIZATION: 297 %	DATE PROJECT WAS COMPLETED: May 3 ,1967

Semi-final will be submitted

ESTIMATED PERCENT COMPLETE (ROADWORK) May 8,1967

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.23	0.23		0.23	0.23
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.23	0.23		0.00	0.23
TOTAL ESTIMATED QUANTITIES (CONTRACT)	3481 cy	3827 cy		66 cy 10 T	1460 T
TOTAL QUANTITIES CORRECTED TO DATE	2543	3636		0 0	1434.725
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	2543	3636		0 0	1434.725
AVERAGE DAILY QUANTITIES	350	250			287
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					1
HOURS PER SHIFT					8

EQUIPMENT USED DURING THE WEEK: Paver, Pneumatic tire roller, tandem roller

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Cloudy	1		
MONDAY	Fair	1		
TUESDAY	Fair	1		
WEDNESDAY	Fair	1		-Project completed
THURSDAY	Fair			
FRIDAY	Fair			
SATURDAY	Fair			

BEN GUNDORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No work
MONDAY	Paving top lift of Asphaltic Concrete
TUESDAY	Completed Paving
WEDNESDAY	Completed cleanup work Project completed
THURSDAY	Semi-final
FRIDAY	Semi-final
SATURDAY	

REMARKS

Mr. Shirley inspected project Wednesday
Transitman, Mahan sick entire week
Draftsman, Anderson sick first three days of the week

SIGNED [signature] LOCATION Hermiston

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
JAN 13 1967
FOR FILING

330-1723
6958

November 28, 1966

Jones-Scott Company
10 N. Third Avenue
Walla Walla, Washington

Gentlemen:

The State Highway Commission on November 22 accepted your proposal for grading and paving on Broadway Street in Milton-Freewater in Umatilla County for the sum of $38,662.20 and referred it to the State Highway Engineer with authority to award the contract as soon as certain conditions have been satisfied.

Those conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6958. Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin December 9, 1966.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Enclosures

bc: Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.
A. F. Parson
L. C. Johnson
Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)

FORM E-120

RECEIVED
JAN 5 1967
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH M. FRIDLEY, MEMBER
PORTLAND
DAVID O. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

320-1123

69-1 —

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 4, 1967

James-Scott Company
10 N. Third Ave.
Walla Walla, Washington

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 6958 for grading and paving on Broadway Street in Milton-Freewater in Umatilla County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

Encl.

cc **United Pacific Insurance Company**
Portland Branch Office
415 S. W. 10th Avenue
Portland 5, Oregon

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

FORM E-1 3X 50M 7-66

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

RECEIVED
DEC 6 1966

ENG. FILING
312-1723
6454

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 29, 1966

Northern Pacific Railway Company
820 Central Building
Seattle, Washington 98104

ATTENTION: Mr. Richard D. Larson
Western Manager, Industrial Development

Gentlemen:

RE: Crossing Permit
Walla Walla Valley Railway Company
Milton-Freewater (Broadway St.) Section
Umatilla County

We are returning herewith, unsigned, the duplicate counterparts of the proposed permit for a 12-inch steel siphon pipe which will cross under the tracks of the Walla Walla Valley Railway Company in the city of Milton-Freewater as a portion of the above-captioned project.

Upon review of this permit, it appears that this agreement should be between the City of Milton-Freewater and the Railway rather than between the State of Oregon and the Railway, since it contains provisions obligating the permittee to repair, operate, maintain and remove the siphon at its own cost. The State is to construct the project, and upon completion of construction will turn the entire project over to the City for their maintenance and operation.

The State hereby agrees to the three conditions set forth in your letter of November 10, 1966. The pipe will be installed as set forth in your Exhibit "A" and in our plans and specifications which were submitted to you with our letter of October 28, 1966.

By copy of this letter, we are sending Mr. Henry Schneider, City Manager of Milton-Freewater, a copy of the permit for his review and information. Copies are also being sent to our Resident Engineer so that he may see that the pipe is installed properly.

We suggest you revise the permit to have the Walla Walla Valley Railway Company and the City of Milton-Freewater as the parties, and present it to the City for their execution. Inasmuch as the State has accepted the Railway's three conditions set forth in your letter of November 10, we assume that we have the right to enter on your property to construct this siphon so long as we notify Mr. Schneidmiller of the Walla Walla Valley Railway Company at least 48 hours before we enter on your property to begin work.

Bids for this project were opened on November 18, 1966 and the project was awarded on November 28, 1966 to the Jones-Scott Company, P. O. Box 925, Walla Walla, Washington 99362.

Unless advised otherwise, we will proceed with this project and coordinate our activities with Mr. Schneidmiller in Walla Walla at such time as the contractor is perpared to proceed with the work.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

TWL:fp
Enc.

T. W. Litchfield
Utilities Liaison Engineer

cc: Mr. K. E. Schneidmiller
Walla Walla Valley Railway Company
P. O. Box 533
13th and Cherry Streets
Walla Walla, Washington

Mr. Henry Schneider
City Manager
City Hall
Milton-Freewater, Oregon

bc F. B. Klaboe
L. H. Young
H. S. Cox
A. F. Parson
L. C. Johnson
J. W. Valentine

NORTHERN PACIFIC RAILWAY

NORTHERN PACIFIC RAILWAY COMPANY

PROPERTIES AND INDUSTRIAL DEVELOPMENT DEPARTMENT
820 CENTRAL BUILDING
SEATTLE, WASH. 98104

RICHARD D. LARSON,
Western Manager,
Industrial Development

L. M. JENNER,
C. R. WATSON,
F. R. ERWIN,
Industrial Agents

November 10, 1966

Routing

Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan

Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
NOV 14 1966
CONSTRUCTION DIVISION

Mr. T. W. Litchfield
Utilities Liaison Engineer
Oregon State Highway Commission
Department of Highways
Salem, Oregon 97310

Dear Mr. Litchfield:

This refers to your letter of September 22, and attached application to cover installation of a 12-inch steel siphon pipe beneath Walla Wall Valley Railway Company's Main Line main track at S. Main Street and W. Broadway in Milton-Freewater.

Enclosed for your review and further handling are duplicate originals of Permit No. W-235 in favor of the Department of Highways to cover construction, maintenance and operation of the proposed siphon pipe beneath the track. This permit is offered subject to the following provisions:

1. The installation beneath the track will be made in accordance with Exhibit "A" Specifications for Sewer, Irrigation and Drain Line Crossings under Railway Tracks, a copy of which is attached to and part of the permit. However, Paragraph 1 as respects depth of bury is hereby waived.

2. The pipe will be placed beneath the track by open trench and the State shall reimburse the Railway Company for removal and replacement of rails to facilitate installation and for such flag protection and /or supervision as may be furnished by the Railway Company during construction beneath the track.

3. The General Manager of Walla Walla Valley Railway Company, at Walla Walla, Washington, shall be notified at least 48 hours in advance of construction.

Mr. T. W. Litchfield
Oregon State Highway Commission

November 10, 1966

If satisfactory, please arrange to have both copies of the permit executed by the Director of Highways and then return them to this office for completion by the Railway Company. One fully-executed copy of the permit will be returned for your records.

Yours very truly,

RICHARD D. LARSON
Western Manager
Industrial Development

By: R. E. CROWE
Chief Draftsman

REC/mnt

IRRIGATION CANAL, DRAINAGE CANAL, WATER PIPE OR SEWER PIPE PERMIT. R.W.17 5-64

No. W-235

~~NORTHERN PACIFIC RAILWAY COMPANY, lessee of said Railway Company, lessor, and~~ WALLA WALLA VALLEY RAILWAY COMPANY, an Oregon corporation, hereinafter called Railway Company, hereby permits, to the extent of its legal right so to do, STATE OF OREGON, acting by and through its Department of Highways, hereinafter called Permittee, to construct, operate, and maintain the following facilities ~~upon its right of way~~ beneath its track:

A 12-inch steel siphon pipe crossing beneath Railway Company's Main Line main track as now constructed in S. Main Street in the City of Milton-Freewater, Umatilla County, Oregon, along the course indicated by a GREEN line on the map dated Office of District Engineer, Seattle, Washington, October 11, 1966, marked Exhibit "B", attached hereto and made a part hereof.

(22

This permission is given upon the following terms:

1. Permittee will pay in advance to Railway Company for this permit the sum of One Dollar ($1.00), the receipt of which is hereby acknowledged, for the full term hereof, also all taxes and assessments that may be levied or assessed against said facilities. Railway Company reserves the right to change the said charge at any time while this permit remains in effect upon thirty (30) days' written notice. This provision for payment shall in no way restrict Railway Company's right of termination under Paragraph 6 hereof.

2. (a) The entire cost shall be borne by Permittee, including but not limited to the cost of construction, reconstruction, repair, operation, maintenance, and removal of said facilities. The Division Superintendent of Railway Company will decide what portion, if any, of the work will be done by Railway Company, and for such portion Permittee will pay Railway Company the estimated cost before the work is done. If the actual cost exceeds the estimate, Permittee will pay the additional amount when called upon; if the actual cost is less than the estimate, Railway Company will repay the surplus. All work hereunder by Permittee shall be done in a first-class workmanlike manner to the satisfaction of the Division Superintendent of Railway Company and in accordance with plans and specifications which he may prescribe or approve. The Division Superintendent of Railway Company shall have the right at any time when in his judgment it becomes necessary or advisable, to require any material used in the work to be replaced with like material or with material of a more permanent character; also to require additional work or change of location of said facilities as a matter of safety, or of appearance, or on account of additional tracks being laid, change of grade thereof, construction of a building, or for any other reason whether or not connected with the operation, maintenance, or improvement of the railroad of Railway Company, all of which shall be done at the expense of Permittee in the manner herein provided.

(b) In the event that at any time hereafter any changes, alterations, or relocation of said facilities hereby covered are to be made or any other work of any kind is to be done in connection with said facilities, whether at the request of Railway Company or for any cause whatever, Railway Company may require the furnishing by Permittee or its contractor of insurance satisfactory to Railway Company to protect it against any loss or damage in any way arising out of or in any way connected with the work.

(c) In the event Railway Company deems it necessary to provide either flagmen or inspectors, or both, during the period of construction, reconstruction, repair, operation, maintenance, and removal of said facilities by either party as provided for in Paragraph 2. (a), Permittee shall bear the expense incurred by Railway Company for such flagging or inspection service. Railway Company will notify Permittee of the estimated cost of such flagging or inspection service, and Permittee will pay such estimated and actual cost in the same manner as provided for in Paragraph 2. (a).

3. (a) Permittee agrees that said facilities shall not at any time damage the railroad or structures of Railway Company, or be a menace to the safety of its operation, and to indemnify and save harmless Railway Company from all loss and damage to its tracks, roadbed, structures, rolling stock, and other property of Railway Company and property of third persons, and from injuries to or death of persons, including employees of the parties hereto, occasioned by the exercise of the permission hereby granted.

(b) Permittee hereby further agrees to hold harmless and indemnify Railway Company from and against any and all loss or damage to said facilities, the installation of which is hereby permitted on the premises of Railway Company.

4. It is agreed that the provisions of Paragraph 3 are for the equal protection of any other railroad company or companies heretofore or hereafter granted the joint use of Railway Company's property of which the premises upon which said facilities are located are a part.

5. Permittee shall not transfer or assign this permit without the written consent of Railway Company.

6. This permit shall endure until terminated by Railway Company. Railway Company reserves the right to terminate this permit at any time upon the giving of ninety (90) days' notice, either by personal delivery or by mail, or by the posting of notice on the premises. Upon the expiration of the time stated in any such notice, Railway Company may forthwith expel Permittee from its premises; and at the end of the permit Permittee shall restore the premises of Railway Company to their former state. Upon termination of this permit any unearned portion of the annual charge paid hereunder shall be refunded.

7. This permit is granted subject to permits, leases, and licenses, if any, heretofore granted by Railway Company affecting the premises upon which said facilities are located.

8. Said facilities shall be constructed, reconstructed, repaired, and maintained in accordance with the specifications hereto attached, marked Exhibit "A" and made a part hereof.

9. The term "Division Superintendent" as used herein shall be deemed to mean "General Manager."

IN WITNESS WHEREOF the parties have executed this permit this 15th day of November 19 66

~~NORTHERN PACIFIC RAILWAY COMPANY~~,

WALLA WALLA VALLEY RAILWAY COMPANY

Company, hereby permits, to the extent of its legal right so to do, hereinafter called Permittee, to construct, operate, and by and through its Department of Highways, maintain the following facilities ~~upon its right of way~~ beneath its track:

A 12-inch steel siphon pipe crossing beneath Railway Company's Main Line main track as now constructed in S. Main Street in the City of Milton-Freewater, Umatilla County, Oregon, along the course indicated by a GREEN line on the map dated Office of District Engineer, Seattle, Washington, October 11, 1966, marked Exhibit "B", attached hereto and made a part hereof.

This permission is given upon the following terms:

1. Permittee will pay in advance to Railway Company for this permit the sum of One Dollar ($1.00), the receipt of which is hereby acknowledged, for the full term hereof, also all taxes and assessments that may be levied or assessed against said facilities. Railway Company reserves the right to change the said charge at any time while this permit remains in effect upon thirty (30) days' written notice. This provision for payment shall in no way restrict Railway Company's right of termination under Paragraph 6 hereof.

2. (a) The entire cost shall be borne by Permittee, including but not limited to the cost of construction, reconstruction, repair, operation, maintenance, and removal of said facilities. The Division Superintendent of Railway Company will decide what portion, if any, of the work will be done by Railway Company, and for such portion Permittee will pay Railway Company the estimated cost before the work is done. If the actual cost exceeds the estimate, Permittee will pay the additional amount when called upon; if the actual cost is less than the estimate, Railway Company will repay the surplus. All work hereunder by Permittee shall be done in a first-class workmanlike manner to the satisfaction of the Division Superintendent of Railway Company and in accordance with plans and specifications which he may prescribe or approve. The Division Superintendent of Railway Company shall have the right at any time when in his judgment it becomes necessary or advisable, to require any material used in the work to be replaced with like material or with material of a more permanent character; also to require additional work or change of location of said facilities as a matter of safety, or of appearance, or on account of additional tracks being laid, change of grade thereof, construction of a building, or for any other reason whether or not connected with the operation, maintenance, or improvement of the railroad of Railway Company, all of which shall be done at the expense of Permittee in the manner herein provided.

(b) In the event that at any time hereafter any changes, alterations, or relocation of said facilities hereby covered are to be made or any other work of any kind is to be done in connection with said facilities, whether at the request of Railway Company or for any cause whatever, Railway Company may require the furnishing by Permittee or its contractor of insurance satisfactory to Railway Company to protect it against any loss or damage in any way arising out of or in any way connected with the work.

(c) In the event Railway Company deems it necessary to provide either flagmen or inspectors, or both, during the period of construction, reconstruction, repair, operation, maintenance, and removal of said facilities by either party as provided for in Paragraph 2. (a), Permittee shall bear the expense incurred by Railway Company for such flagging or inspection service. Railway Company will notify Permittee of the estimated cost of such flagging or inspection service, and Permittee will pay such estimated and actual cost in the same manner as provided for in Paragraph 2. (a).

3. (a) Permittee agrees that said facilities shall not at any time damage the railroad or structures of Railway Company, or be a menace to the safety of its operation, and to indemnify and save harmless Railway Company from all loss and damage to its tracks, roadbed, structures, rolling stock, and other property of Railway Company and property of third persons, and from injuries to or death of persons, including employees of the parties hereto, occasioned by the exercise of the permission hereby granted.

(b) Permittee hereby further agrees to hold harmless and indemnify Railway Company from and against any and all loss or damage to said facilities, the installation of which is hereby permitted on the premises of Railway Company.

4. It is agreed that the provisions of Paragraph 3 are for the equal protection of any other railroad company or companies heretofore or hereafter granted the joint use of Railway Company's property of which the premises upon which said facilities are located are a part.

5. Permittee shall not transfer or assign this permit without the written consent of Railway Company.

6. This permit shall endure until terminated by Railway Company. Railway Company reserves the right to terminate this permit at any time upon the giving of ninety (90) days' notice, either by personal delivery or by mail, or by the posting of notice on the premises. Upon the expiration of the time stated in any such notice, Railway Company may forthwith expel Permittee from its premises; and at the end of the permit Permittee shall restore the premises of Railway Company to their former state. Upon termination of this permit any unearned portion of the annual charge paid hereunder shall be refunded.

7. This permit is granted subject to permits, leases, and licenses, if any, heretofore granted by Railway Company affecting the premises upon which said facilities are located.

8. Said facilities shall be constructed, reconstructed, repaired, and maintained in accordance with the specifications hereto attached, marked Exhibit "A" and made a part hereof.

9. The term "Division Superintendent" as used herein shall be deemed to mean "General Manager."

IN WITNESS WHEREOF the parties have executed this permit this 15th day of November 19 66

~~NORTHERN PACIFIC RAILWAY COMPANY~~,
WALLA WALLA VALLEY RAILWAY COMPANY

By _____
Vice President

STATE OF OREGON
Department of Highways

By _____
Director of Highways

Witnesses to signature of Permittee:

_____

_____

Attest: _____
(Title)

Form P.L.D. 503
6-43

NORTHERN PACIFIC RAILWAY COMPANY

EXHIBIT "A"

Specifications
for Sewer, Irrigation and Drain Line Crossings
under Railway Tracks.

1. Sewer, irrigation or drain lines passing under railway tracks shall be placed with top of pipe not less than five feet below base of rail, and top of pipe not less than three feet below bottom of roadway ditch.

2. Pipe, within 21 feet plus the depth of pipe, shall conform with one of the following:

Cast Iron Pipe --	Extra Heavy, ASTM A-142-38.
Concrete Pipe --	ASTM C-76-57T Class IV, circular reinforcement in circular pipe, for pipes installed with less than 15 feet between top of pipe and top of tie. ASTM C-76-57T Class V, circular reinforcement in circular pipe, for pipes installed with between 15 and 25 feet from top of pipe to top of tie.
Corrugated Metal Pipe--	Gauge and coating subject to review by Railway Company.
Other pipe material may be used on special approval of the Railway Company.	

3. For a distance of not less than 21 feet plus the depth of pipe each side of the center line of track crossings, the joints in the pipe line shall be provided with suitable jointing material to make a water-tight connection and of such material that these joints will remain tight under roadbed loads and impact. Distance shall be measured at right angles to the track.

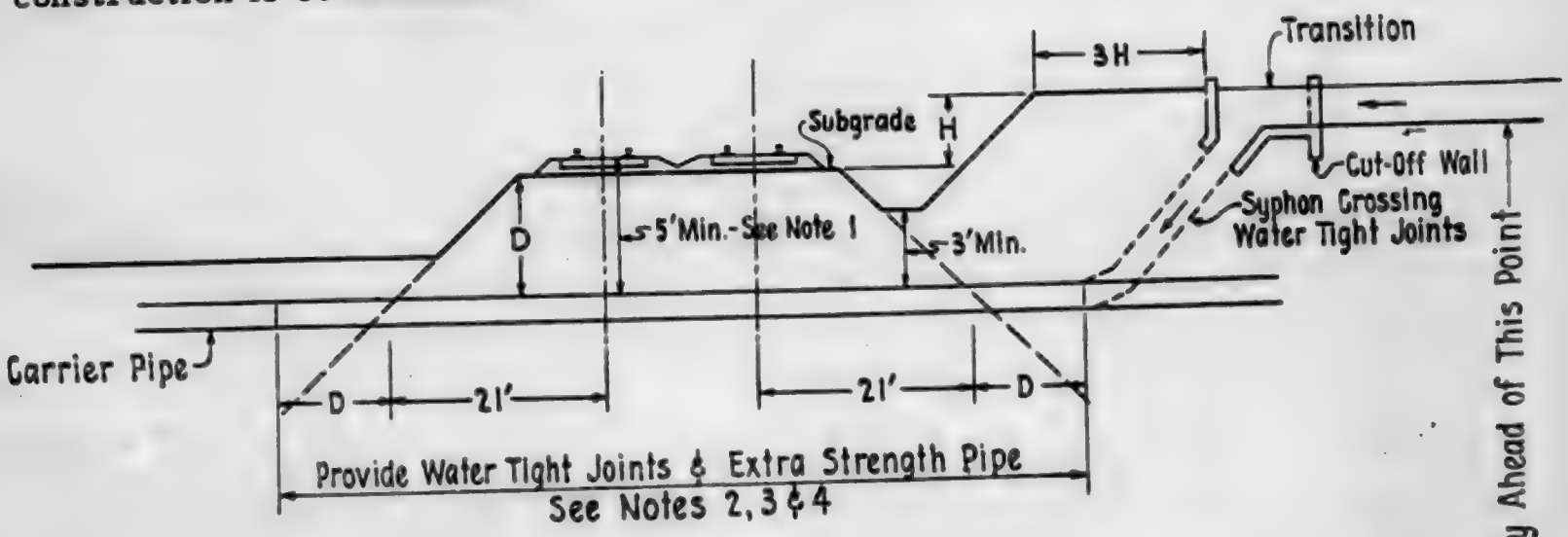
4. Irrigation pipe line crossings and syphons shall be provided throughout their length with water-tight joints capable of resisting the hydrostatic pressure under which they are to operate. Either lock joint, copper strip, or rubber band type of standard make will be satisfactory for concrete pipe syphon. Plans for syphons which are to operate at greater than a pressure of ten pounds per square inch shall be subject to special review by Railway Engineering Department.

5. Under certain conditions the Railway Company may require the use of an encasement pipe around the carrier pipe.

6. Where warranted by special local conditions the Railway Company may require an emergency by-pass or waste-way within effective distance of the crossing.

7. Where laws, codes, or orders of competent public authority prescribe a higher degree of protection than specified herein, then the higher degree of protection so prescribed shall be deemed a part of the specifications set forth in this Exhibit.

8. Plans of the crossing installation shall be approved by the Railway Company before construction is commenced.



TYPICAL SKETCH OF PIPE LINE CROSSING
FOR
SEWER, DRAIN, OR IRRIGATION LINES

for Sewer, Irrigation and [illegible]
under Railway Tracks.

~~1. Sewer, irrigation or drain lines passing under railway tracks shall be placed with top of pipe not less than five feet below base of rail, and top of pipe not less than three feet below bottom of roadway ditch.~~

2. Pipe, within 21 feet plus the depth of pipe, shall conform with one of the following:

Cast Iron Pipe --	Extra Heavy, ASTM A-142-38.
Concrete Pipe --	ASTM C-76-57T Class IV, circular reinforcement in circular pipe, for pipes installed with less than 15 feet between top of pipe and top of tie. ASTM C-76-57T Class V, circular reinforcement in circular pipe, for pipes installed with between 15 and 25 feet from top of pipe to top of tie.
Corrugated Metal Pipe--	Gauge and coating subject to review by Railway Company.

Other pipe material may be used on special approval of the Railway Company.

3. For a distance of not less than 21 feet plus the depth of pipe each side of the center line of track crossings, the joints in the pipe line shall be provided with suitable jointing material to make a water-tight connection and of such material that these joints will remain tight under roadbed loads and impact. Distance shall be measured at right angles to the track.

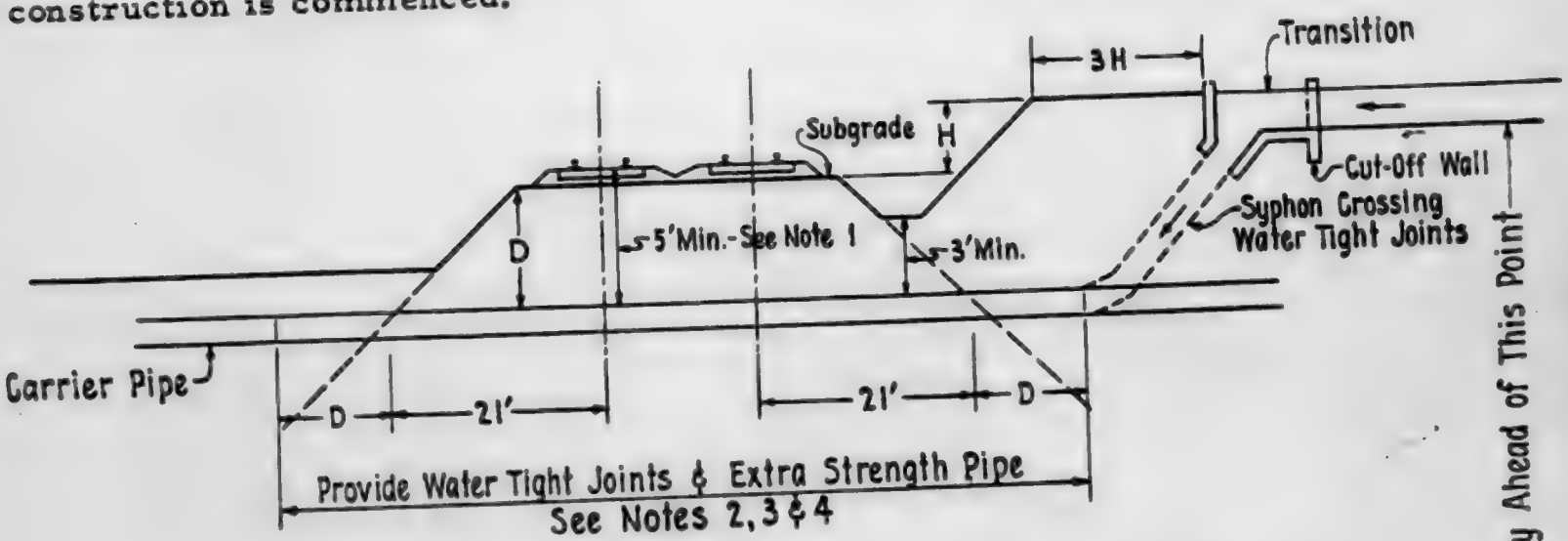
4. Irrigation pipe line crossings and syphons shall be provided throughout their length with water-tight joints capable of resisting the hydrostatic pressure under which they are to operate. Either lock joint, copper strip, or rubber band type of standard make will be satisfactory for concrete pipe syphon. Plans for syphons which are to operate at greater than a pressure of ten pounds per square inch shall be subject to special review by Railway Engineering Department.

5. Under certain conditions the Railway Company may require the use of an encasement pipe around the carrier pipe.

6. Where warranted by special local conditions the Railway Company may require an emergency by-pass or waste-way within effective distance of the crossing.

7. Where laws, codes, or orders of competent public authority prescribe a higher degree of protection than specified herein, then the higher degree of protection so prescribed shall be deemed a part of the specifications set forth in this Exhibit.

8. Plans of the crossing installation shall be approved by the Railway Company before construction is commenced.



TYPICAL SKETCH OF PIPE LINE CROSSING FOR SEWER, DRAIN, OR IRRIGATION LINES

Office of Chief Engineer
St. Paul, Minnesota
November 1, 1959. Revised 8-17-65.

Street to be Graded & Paved

Blue Mtn. Prune Growers Co-op.

Office 24'x30'

Store Room 24'x36'

INLET

686+40

P.C. 2+79°

P.T. 4+37.4

25°L D 39°-36' 62.1'

H.B. 688+94.8 Ld. 47.5 - 0°-00 Spur

BURDETTE

PARK

6

7

1

2

3

To End

INLET

52°00'±

S. MAIN ST.

687+38± E 12" Steel Siphon Culvert Pipe Xing
#14 Ga. Asbestos Coated, & Installed per
N.P.Ry. "Exhibit A" except 5' min depth waived.

W. BROADWAY

S.W. 1ST AVE.

CENTRAL AVEN

ST

30

29

27

25

Exhibit "B"

RECEIVED
NOV 28 1966

370-172
6958

Salem, Oregon
November 28, 1966

Milton-Freewater (Broadway) Sec.
Contract No. 6958

MEMO TO THE FILES

The Milton-Freewater project has been discussed with Mr. Klaboe and Mr. Litchfield with regard to railroad Permit of Entry. It does not appear at this time that we can have a Permit of Entry which will be acceptable to the State until February or March.

We have a very favorable bid from the Jones-Scott Company, and the City of Milton-Freewater has made the appropriate deposit.

The amount of involvement on the railroad is only a sewer pipe running across the railroad right of way. It does not appear that the project should be held up for the railroad work. We are therefore going to award the project this date.

If the contractor attempts to enter the railroad property before an agreement is reached with the railroad company, the Division Engineer or Resident Engineer will stop the contractor from entering upon such property and, by negotiation with him, arrange for the work at a later date. If this possibility does not seem feasible at the time, it will be perfectly proper to delete the work from the contract and do the same with State Forces or Extra Work Order.

L. H. Young
Office Engineer

LHY:ia
cc: F. B. Klaboe
A. F. Parson
F. D. Morgan
T. W. Litchfield

NOTED
H. S. COX

November 25, 1966

Mr. Henry Schneider
City Manager
City Hall
Milton-Freewater, Oregon

Special City Allotment Project

Dear Mr. Schneider:

Receipt of your check in the amount of $25,700 as the City of Milton-Freewater's estimated share of the cost on the Broadway project is acknowledged. Your prompt action is very much appreciated.

A copy of the contract and plans will be forwarded to you in the very near future.

The railroad permit is being reviewed by our utilities division in regard to maintenance provisions.

Very truly yours,

H. S. Cox
County and City Engineer

By NOTED
RICHARD UNREIN

Richard Unrein
Field Engineer

RU:mr

NOTED
DON HARWELL

NOTED
H. S. COX

November 18, 1966

Mr. Henery Schneider
City Manager
City Hall
Milton-Freewater, Oregon

Dear Mr. Schneider:

On November 18, 1966, the State Highway Commission opened bids on the Special City Allotment project on Broadway in Milton-Freewater. The low bid was submitted by Jones-Scott Company of Walla Walla, Washington and the anticipated cost based on the bid is as follows:

Contractors Bid	$38,662.20
Anticipated Additional items	750.00
TOTAL.....	$39,412.20
Engineering & Contingencies (12½%)	4,926.53
TOTAL.....	$44,338.73
City's share of preliminary Engineering	1,372.32
TOTAL ANTICIPATED COST.....	$45,711.05

As the contract cannot be awarded until the City has deposited its estimated share of the cost, at your earliest convenience please forward a check to this office in the amount of $25,700 made payable to the Oregon State Highway Commission.

The railroad permit with the Walla Walla Valley Railroad is still pending.

Very truly yours,

H. S. Cox
County and City Engineer

By

NOTED
RICHARD UNREIN

Richard Unrein
Field Engineer

RUinr

NOTED
DON HARWELL

MILTON-FREEWATER
ALL AMERICA CITY

PEA CAPITAL OF THE WORLD

Council-Manager Government Since 1950

CITY OF MILTON-FREEWATER

State of Oregon

OFFICE OF
CITY MANAGER

September 27, 1966

PHONE 938-5531
CITY HALL, 722 SOUTH MAIN

NOTED
H. S. COX

State of Oregon
State Highway Department
City and County Division
Salem, Oregon

Attention: Mr. Richard Unrein

Gentlemen:

Enclosed is a sketch of the right-of-way purchased from Mrs. Harris, plus a copy of the sale deed. Property purchased in legal description is outlined in blue pencil.

Sincerely yours,

Henry Schneider
City Manager

HS/p
Enclosures 2
cc: Frank Hall w/encl.
A.F. Parson w/encl.

RECEIVED
SEP 28 1966
ENGINEER
COUNTY & CITY DIVISION

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

DRG. NO. 10C-45-22

RECEIVED
SEP 28 1966
ENGINEER
COUNTY & CITY DIVISION

18° C.L.
Δ 27°52'
Ts 78.97

7+78.53 P.C.

9+33.34 P.T.

WALLA WALLA RIVER →

LITTLE

STREET

10

10+20.69 P.I.
N10,076.36
E11,004.62

L.W. Harder - M. Garriott
248-646

G.M. & V.I. Newbold
217-519

2000' ±

40023-A

15409'
(Deed)

249-105

S89°55'55"E

N62°12'05"E

Milton Freewater
252-425

M.F. HARRIS

C.E. Anderson
281-173

A.G. & F.E. Wrinkle
190-345

9+41.72 P.C.

10+96.53 P.T.

IZABETH

ORG. NO. 10C-45-22

9/13/66

18° C.L.
Δ 27°52'
Ts 78.97

7+78.53 P.C.

9+33.34 P.I.

WALLA WALLA RIVER →

LITTLE

STREET

10

10+20.69 P.I.
N10,076.10
E11,054.62

L.W. Harder - M. Gorriott
248-646

G.M. & V.I. Newbold
217-519

WASHINGTON HIGHWAY

2000'± 10023-A 15409' (Deed)

249-105

S89°55'55"E

259-167

N62°12'05"E

Milton Freewater
252-425

M.F. HARRIS

20.17

C.E. Anderson
281-173

A.G. & F.E. Wrinkle
190-345

OREGON

13+26.37 P.O.I.

10+96.53 P.I.

9+41.72 P.C.

IZABETH

5CA

BARGAIN & SALE DEED

FOR VALUE RECEIVED MARIE HARRIS, a widow,

herein referred to as grantors, hereby grant, bargain, sell and convey unto

CITY OF MILTON-FREEWATER, a municipal corporation,

herein referred to as grantees, the following described real property, with tenements, hereditaments and appurtenances, to wit:

All property situated in Umatilla County, Oregon, commencing at the northeast corner of the West 1/2 of the southwest 1/4 of Section 1, Township 5 North, Range 35 East, Willamette Meridian, and running south 00° 25' east along the east line of said west 1/2 of the southwest 1/4 1392.2 feet; thence north 89° 35' west 220.0 feet to the southwest corner of that tract of land conveyed to A. G. Wrinkle by deed recorded in book 190, page 345 of the deed records of Umatilla County, Oregon; thence north 00° 25' west along the west line of said Wrinkle tract and said line extended 223.83 feet to the point of beginning of this description; thence south 89° 35' west to the easterly right of way of north Elizabeth Street; thence north 16° 41' east along the right of way line of north Elizabeth Street to the tract of land conveyed to the City of Milton-Freewater by L. W. Harder, et al, by deed recorded in Book 252, at page 425 of said deed records; thence easterly to a point which is 28.17 feet north 00° 25' west of the point of beginning; thence south 00° 25' east 28.17 feet to the point of beginning.

RECEIVED
SEP 28 1966
ENGINEER
COUNTY & CITY DIVISION

_____ CO.
REC 9-28-66
RECORD OF Deeds BOOK 286 PAGE 228
-per cael to co clk
Uma Co.
6/21/67
J

Dated September 1966

X Mrs. Marie Harris (Seal)
MRS. MARIE HARRIS

_____ (Seal)

X Ralph L. Kyle Jr. Attorney (Seal)
Witness
X Barbara K. Kaiser (Seal)
Witness
1824 Cogan
Eugene, Oregon

STATE OF OREGON, County of Lane, ss.

Personally appeared the above named

MARIE HARRIS, a widow,

and acknowledged the foregoing instrument to be her voluntary act and deed. Before me:

Dated September A.D. 1966

My Commission Expires

_____
Notary Public for Oregon

of
COMPANY
gene, Oregon
SALE

CITY OF MILTON-FREEWATER, a municipal corporation,

herein referred to as grantees, the following described real property, with tenements, hereditaments and appurtenances, to wit:

All property situated in Umatilla County, Oregon, commencing at the northeast corner of the West 1/2 of the southwest 1/4 of Section 1, Township 5 North, Range 35 East, Willamette Meridian, and running south 00° 25' east along the east line of said west 1/2 of the southwest 1/4 1392.2 feet; thence north 89° 35' west 220.0 feet to the southwest corner of that tract of land conveyed to A. G. Wrinkle by deed recorded in book 190, page 345 of the deed records of Umatilla County, Oregon; thence north 00° 25' west along the west line of said Wrinkle tract and said line extended 223.83 feet to the point of beginning of this description; thence south 89° 35' west to the easterly right of way of north Elizabeth Street; thence north 16° 41' east along the right of way line of north Elizabeth Street to the tract of land conveyed to the City of Milton-Freewater by L. W. Harder, et al, by deed recorded in Book 252, at page 425 of said deed records; thence easterly to a point which is 28.17 feet north 00° 25' west of the point of beginning; thence south 00° 25' east 28.17 feet to the point of beginning.

Rec 9-28-66 ..... CO.
RECORD OF Deeds BOOK 286 PAGE 228
per call to co clk Umatilla Co.
6/21/67
J

RECEIVED
SEP 28 1966
ENGINEER
COUNTY & CITY DIVISION

Dated ..... September ..... 1966 .....

X Mrs. Marie Harris (Seal)
MRS. MARIE HARRIS

..... (Seal)

X Robert J. Kirk Att. in fact (Seal)

X Barbara K. Kirk (Seal)
witness
1824 Agate
Eugene, Oregon

STATE OF OREGON, County of Lane, ss. Personally appeared the above named

MARIE HARRIS, a widow,

and acknowledged the foregoing instrument to be ...her... voluntary act and deed. Before me:

Dated ..... September ..... A.D. 1966

My Commission Expires ..... Notary Public for Oregon

Compliments of
CASCADE TITLE COMPANY
972 Oak Street Eugene, Oregon

BARGAIN & SALE DEED

Return To:

9-23-66 NOTED H.S. COX

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Attention: County and City Division

Subject: 1966 Special City Allotment Project
Broadway
City of Milton-Freewater

Gentlemen:

We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to project have been secured.

Dated at Milton-Freewater, Oregon, this 23 day of September, 1966.

MILTON-FREEWATER CITY COUNCIL

By [signature]
Mayor

By [signature]
Recorder

9/26/66
Copy to A.E. Jansen

RECEIVED
SEP 27 1966
ENGINEER
COUNTY & CITY DIVISION

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

FORM S-123X 8011 9-64

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH M. FINDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

RECEIVED
SEP 14 1966

330-17.3
6958

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 13, 1966

Mr. Henry Schneider
City Manager
City Hall
Milton-Freewater, Oregon

Dear Mr. Schneider:

We have considered the City of Milton-Freewater's latest proposal for revising the alignment of the Special City Allotment project on Broadway in the vicinity of Elizabeth Street.

It would be appropriate at this time to review some of this project's past history:

(a) On February 15, 1966, the City requested that the proposed 22-foot street be enlarged to a 60-foot curbed street section. At this time the plans were complete and the project was ready to advertise. This original project required no additional right-of-way. The City said it was willing to assume any additional costs involved in enlarging the project.

(b) The plans were revised in the office, with no further field work, and forwarded to the field for checking. A field check indicated that right-of-way acquisition would be necessary to accommodate the 60-foot section. Right-of-way options were forwarded to the City on July 12, 1966, covering the necessary additional right-of-way. The plans were again completed and the project was ready to advertise.

(c) On August 30, 1966, the City indicated that it was having difficulty acquiring the necessary right-of-way and forwarded a proposal for revising the alignment and right-of-way acquisition. This proposal was based upon an incorrect location of existing right-of-way boundaries.

The City's latest proposal of September 7, 1966, with minor revisions, could provide a possible solution to the acquisition of right-of-way difficulties. The City should be aware of the additional costs which have accumulated through revision of this project as the State is only obligated to pay $20,000 of the project cost and preliminary engineering costs for this $20,000 amount.

We are now revising the alignment of Broadway in the vicinity of Elizabeth Street to a more southerly location, as to only require right-of-way acquisition from the M. F. Harris property. In order to accommodate this revision the City will have to acquire a triangular parcel of property from the Harris property approximately as formed by a diagonal line connecting the southwest corner of the Harris property to the northwest corner of the C. E. Anderson property as indicated in red on the attached sketch map.

When you have acquired the right-of-way for this revised project, please forward to this office one properly executed right-of-way certificate. Upon receipt of the certificate, we will schedule this project for construction at the earliest possible date.

As soon as the revised plans are available we shall forward them to you for your review.

Very truly yours,

H. S. Cox
County and City Engineer

By

Richard Unrein

Richard Unrein
Field Engineer

RU:mm
Encl.

bc: F. B. Klaboe
A. F. Parson
F. D. Morgan

RECEIVED
SEP 13 1966
OFFICE OF
STATE HIGHWAY ENGINEER

DRG. NO. 10C-45-22

18° C.L.
Δ 27°52'
Ts 78.97

7+78.53 P.C.

9+33.34 P.I.

WALLA WALLA RIVER →

STREET

10+20.69 P.I.
N 10,076.30
E 11,004.61

L.W. Harder - M Gorriott
248-646

G.M. & V.I. Newbold
217-519

10

2000'± 40023-A 15409 (Deed)

249-105

S89°55'55"E

259-1

N62°12'05"E

Milton Freewater
252-425

M.F. Harris

C.E. Anderson
281-173

A.G. & F.E. Wrinkle
190-345

10+96.53 P.T.

9+41.72 P.C.

LITTLE

IZABETH

DRG. NO. 10C-45-22

9/13/66

18° C.L.
Δ 27°52'
Ts 78.97

7+78.53 P.C.

9+33.34 P.I.

WALLA WALLA RIVER →

STREET -

LITTLE

10

10+20.69 P.I.
N 10,076.30
E 11,004.62

L.W. Harder - M Garriott
248-646

G.M. & V.I. Newbold
217-519

2000'± 40023-A 1540.9' (Deed)

S89°55'55"E

249-105

259-167

WASHINGTON HIGHWAY

OREGON -

N62°12'05"E

Milton Freewater
252-425

M.F. Harris

C.E. Anderson
281-173

A.G. & F.E. Wrinkle
190-345

9+41.72 P.C.

10+96.53 P.T.

13+26.37 P.O.T.

IZABETH

MILTON-FREEWATER
ALL AMERICA CITY

CAPITAL OF THE WORLD

CITY OF MILTON-FREEWATER

State of Oregon

OFFICE OF
CITY MANAGER

September 7, 1966

PHONE 938-5531
CITY HALL, 722 SOUTH MAIN

State of Oregon
State Highway Department
County and City Division
Salem, Oregon 97310

Attention: Mr. Richard Unrein

Gentlemen:

Reference our survey and letter of August 30, 1966. We have copies of the legal description which was written to purchase from Howard O. and Nellie E. Mansfield the northern boundary of 22 feet x 150 feet from what is presently the C. E. Anderson tract. However, the sale was NOT consummated; therefore, the City does not own this property as indicated on our referenced survey.

At present, the City can purchase only the right-of-way as indicated in green on the attached tracing of your map.

Request new curves be designed along the proposed center line indicated on the map so that the project may proceed using only the right-of-way which the City can presently obtain.

Sincerely yours,

Henry Schneider
City Manager

HS/p
Encls.

RECEIVED
SEP 12 1966
ENGINEER
COUNTY & CITY DIVISION

NOTED
UNREIN

LOW COST POWER SINCE 1893

NOTED
DON HARWELL

MILTON-FREEWATER
ALL AMERICA CITY

PEA CAPITAL OF THE WORLD

Council-Manager Government Since 1955

CITY OF MILTON-FREEWATER

State of Oregon

OFFICE OF
CITY MANAGER

August 30, 1966

PHONE 938-5531
CITY HALL, 722 SOUTH MAIN

NOTED
H. S. COX

NOTED
RICHARD UNREIN

State of Oregon
State Highway Department
County and City Division
Salem, Oregon 97310

Attention: Mr. Richard Unrein

Gentlemen:

The City of Milton-Freewater was unable to strike an agreement for the right-of-way proposed by your letter of 12 July 1966. The property belonging to Mrs. Marie F. Harris was, however, negotiable, so a survey was conducted by Guy W. Streamer, Oregon State #4813, on 27 - 28 August to determine the feasibility of purchasing sufficient property on the southeast corner of Broadway and Elizabeth to permit re-alignment of proposed center line to avoid need of right-of-way on the northeast corner.

The City obtained a 90-day option from Mrs. Marie F. Harris and will purchase approximately 4,379 square feet of right-of-way if required.

Attached is copy of the survey and area of proposed purchase for your determination of the possibility of shifting the center line south to expedite the project.

Request the City be notified as soon as possible of feasibility so that the purchase may be consummated.

If there are further questions, do not hesitate to ask, as we are desirous of expediting this project.

Sincerely yours,

Henry Schneider
City Manager

RECEIVED
AUG 31 1966
ENGINEER
COUNTY & CITY DIVISION

HS/p-Encl.

LOW COST POWER SINCE 1893

NOTED
DON HARWELL

MARIE HARRIS PROPERTY

Commencing at the Northeast corner of the West half of the Southwest Quarter of Section 1, T. 5 N, R 35 EWM, and running S 00° 25' E along the East line of said West half of the Southwest Quarter, 1392.2 feet; thence N 89° 35' W 220.0 feet to the Southwest corner of that tract of land conveyed to A. G. Wrinkle by Deed recorded in Book 190, Page 345 of the Deed Records of Umatilla County, Oregon; thence N 00° 25' W along the West line of said Wrinkle tract and said line extended 223.83 feet to the point of beginning of this description; thence S 89° 35' W to the Easterly right-of-way of North Elizabeth Street; thence N 16° 41' E along the right-of-way line of North Elizabeth Street to the tract of land conveyed to the City of Milton-Freewater by L. W. Harder et al, by deed recorded in Book 252, at Page 425 of said Deed Records; thence Easterly to a point which is 28.17/N feet 00° 25' W of the point of beginning; thence S 00° 25' E 28.17 feet to the point of beginning.

RECEIVED
AUG 31 1966
ENGINEER
COUNTY & CITY DIVISION

NOTED
RICHARD UNREIN

N. Elizabeth

30'

30'

S 00°59'E

1006' RADIUS

111.86'

100'

CONCRETE ABUTMENT

31.81'

47.90'

Δ=17°40'

42.91'

50'

S 89°21'W

Broadway

50'

72°40'

4.10'

AREA SHADED RED TO BE PROPOSED RIGHT-OF-WAY

S 16° 41' W

RECEIVED
AUG 31 1966

NO PROPERTY WOULD BE REQUIRED HERE

70'

ONLY 30 ± ft. N/W Not 100

158.75'

80° 34'

138.30'

S0°25'E

State Highway No. 11

Δ=10°00'

S89° 35'W

50'

S79° 35'W

50'

151.72'

150.00'

38.17'

162.25'

4.10

RECTANGLE UNDER OPTION MARKED IN BLUE

Plat of
Elizabeth - Broadway Intersection
Scale 1" = 50' Aug 28, 1966

Guy W. Shannon
Professional Engineer
OREGON STATE #813

970' RADIUS

1006' RADIUS

30'

30'

N. Elizabeth

S 00° 59' E

80° 34'

31.81'

111.86'

100'

CONCRETE ABUTMENT

42.90'

Δ = 17° 40'

50'

S 89° 21' W

Broadway

50'

72° 40'

4.10

AREA SHADED RED TO BE PROPOSED RIGHT-OF-WAY

S 16° 41' W

RECEIVED
AUG 31 1966
ENGINEER
COUNTY & CITY DIVISION

No Property would be Required Here

80° 34'

138.30'

158.75'

70'

only

S 00° 25' E

Highway No. 11

Δ = 10° 00'

S 89° 35' W

50'

S 79° 35' W

50'

151.72'

150.00'

29.47'

162.25'

38.17'

4.10

State

Rectangle under option marked in blue

Plat of
Elizabeth - Broadway Intersection
Scale 1" = 50' Aug 28, 1966

Guy W. Sloan
Professional Engineer
Oregon State #4813

275' Radius

Survey 311

1966 SCA

NOTED
H. S. COX

July 12, 1966

Mr. Henry Schneider
City Manager
City Hall
Milton-Freewater, Oregon

Dear Mr. Schneider:

Enclosed you will find two original option forms in quadruplicate covering right-of-way to be acquired in connection with the 1966 Special City Allotment project on Broadway.

These should be presented to your city attorney after being executed so that he may prepare the necessary documents and record them at the county courthouse.

We are enclosing two prints of Map No. 100-45-22 covering this area and bearing our date of July 1, 1966. Also enclosed are two right-of-way clearance certificates.

File No.	Name	Area
40023-A	L. W. Harder and Maroene Garriott	2,000 sq. ft.
40023-B	C. B. Harris, et ux	100 sq. ft.

When you have acquired the right-of-way for this project, please forward to this office one properly executed right-of-way certificate. Upon receipt of the certificate, we will schedule this project for construction at the earliest possible date.

Your earliest consideration in this matter would be appreciated. If we can be of assistance, please let us know.

Very truly yours,

H. S. Cox
County and City Engineer

By NOTED
RICHARD UNREIN

Richard Unrein
Field Engineer

NOTED
RICHARD UNREIN

RU:mm
Encl.

bc: E. F. Saling
F. B. Morgan
A. F. Parson

NOTED
DON HARWELL

5cA

FORM E-30 8OM 7-64 SP*6229-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 8, 1966

SUBJECT: OPTIONS
Broadway St. (Milton-Freewater)
City Street
City of Milton-Freewater

To: Mr. H. S. Cox
City-County Relations Engr.
B U I L D I N G

L

Attached you will find 2 original option forms in quadruplet covering right of way to be acquired in connection with Broadway Street (Milton-Freewater)- City Street in the City of Milton-Freewater.

Enclosed for your information are copies of the Authorization list and Mr. Barbee's letter of June 30, 1966.

We are attaching three prints of map number 10C-45-22 covering this area and bearing our date of July 1, 1966.

File No.	Name	Area
40023-A	L. W. Harder and Marcene Garriott	2,000 sq. ft.
40023-B	C. B. Harris, et ux	100 sq. ft.

Earl F. Saling

EARL F. SALING
Right of Way Office Manager

MS:jm
encs. 2 Options-3 Prints
Auth. list-copy Ltr.

cc: A. F. Parson-1 Print
H. W. Snell-1 Print

RECEIVED
JUL 11 1966
ENGINEER
COUNTY & CITY DIVISION

NOTED
DON HARWELL

Form E-360 (Rev.)—6M—1-64

Oregon State Highway Department
CONSTRUCTION DIVISION

Sheet No. 1 of 1

AUTHORIZATION TO NEGOTIATE FOR RIGHT OF WAY

Highway City Street County Umatilla

Unit Survey Approved

Section Broadway St. (Milton - Freewater) Sta. Sta.

R/W Map No. 10C-45-22

Cost Distribution

File No.	NAME	CONTROL ACCESS				ACTION					PURPOSE					
		Complete	Limit Use	Limit Loc.	None	Purchase	Lease	Easement	Encroach	Sale	R/W	Stock Pile	Maintenance	Gravel Pit	Quarry	Park
40023-A	L.W.Harter & Mareene Garriott				X	X					X					
B	C. B. & Marie Harris				X	X					X					

Submitted Floyd O. Scott Date JUN 30 1966
R/W Description Engineer

Approved Date
Assistant Construction Engineer

Approved Date
R/W Engineer

RECEIVED
MAY 9 - 1966
FOR FILING

130-1723
6958

MISC. CONTRACTS and
AGREEMENTS No. 9065

May 9, 1966

Mr. R. L. Tomlinson
City Recorder
City of Milton-Freewater
Milton-Freewater, Oregon

Dear Mr. Tomlinson:

We are enclosing for your records a fully executed copy of a Construction-Finance Agreement covering Broadway Street in the City of Milton-Freewater.

A fully executed copy of the agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

bb
Enclosure

cc: H. S. Cox
Attn: Don Harwell
(Conformed Copy)

CITY OF
MILTON-FREEWATER

Council-Manager City Since 1938

Power - Light - Water - Sewer

OFFICE OF City Manager

CITY HALL
MILTON-FREEWATER, OREGON 97862

April 26, 1966

State of Oregon
Highway Department
Salem, Oregon 97310

Attention: Mr. Richard Unrein
Field Engineer (Cities)
County and City Division

Dear Mr. Unrein:

Attached is the map for the East Broadway Project in Milton-Freewater showing requested curb cutouts. The Umatilla Cannery is requesting a curb cutout of 210 feet, as indicated, so that they can utilize the front for angle parking of employees' vehicles.

The cannery will later fill in the area between the curb and the existing sidewalk with concrete to provide this parking area.

What is the status of the abutment for the Little Walla Walla on the North side of Broadway? Will it have to be moved, and if so will this be part of the project? Also attached are letters of authorization for the drainage into the Walla Walla, and for the installation of a drainage pipe under the Northern Pacific Railroad tracks on Main Street at the West end of the project.

The signed agreement between the State and Milton-Freewater will be forthcoming as soon as our L.I.D. is completed.

Request we be forwarded copies of the plans and specifications as soon as possible.

RICHARD UNREIN

Sincerely yours,

Henry Schneider
City Manager

cc: A.F. PARSONS
F.D. MORGAN
FRANK HALL w/ 3 MAPS

RECEIVED
APR 28 1966
ENGINEER
COUNTY & CITY DIVISION

HS:mjl
Encs.

NOTED
DON HARWELL

CITY OF
MILTON-FREEWATER

Council-Manager City Since 1938

Power - Light - Water - Sewer

OFFICE OF: City Manager

CITY HALL
MILTON-FREEWATER, OREGON 97862

April 25, 1966

State of Oregon
Highway Department
Salem, Oregon 97310

Gentlemen:

The City of Milton-Freewater has a verbal agreement from Mr. K. E. Schneidmiller, General Manager, Northern Pacific Railroad, for an easement under the railroad tracks on Main Street at East Broadway to place a drainage pipe from the proposed project.

This agreement was per telephone conversation between Mr. Schneidmiller and the undersigned. He requested a copy of your specifications as soon as they are available, and a formal permit will be issued to the City.

This letter will serve as an authorization to construct the drain under the railroad on Main Street in conjunction with the East Broadway project.

Sincerely yours,

Henry Schneider
City Manager

HS:mjl
cc: Mr. K. E. Schneidmiller
General Manager
Walla Walla Valley Railway
13th and Cherry
Walla Walla, Washington

NOTED
RICHARD UNREIN

cc Litchfield
A.F. Parker
F.D. Morgan
Frank Hall

RECEIVED
APR 28
COUNTY & CITY DIVISION

NOTED
DON HARWELL

CITY OF
MILTON-FREEWATER

Council-Manager City Since 1938

Power - Light - Water - Sewer

OFFICE OF: City Manager

CITY HALL
MILTON-FREEWATER, OREGON 97862

April 25, 1966

State of Oregon
Highway Department
Salem, Oregon 97310

Gentlemen:

This letter is an authorization to construct a surface draining system leading into the little Walla Walla at East Broadway and Elizabeth Street in Milton-Freewater.

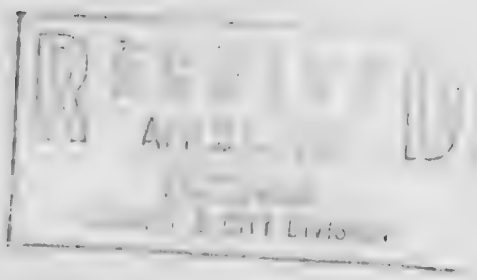
The City will assume what responsibility is necessary in maintaining the drainage system upon completion.

Sincerely yours,

Henry Schneider
City Manager

HS:mjl

cc: A.F Parsons
F.D. Morgan
Front Hall



NOTED
DON HARWELL

Form E-49—3066

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEETS

Milton - Freewater — March 23/66

60' Paved & curbed St.

	ITEM		UNIT	Net	Allow.	Total	Unit Price	
Stone	Base		Ton	5050	550	5600	2.40	13,440.00
Stone	Leveling	Course	Ton	1122	118	1240	2.50	3100.00
3/4:0	Mat. in	Prime Coat	C.Y.	60	5	65	5.50	358.00
R.C.-250	Asph in	Prime Coat	Tons	9	1	10	65.00	650.00
Asph Cem.	in	Mixture	Tons	74	6	80	35.00	2800.00
Class "B"	Asph. Conc.	Mixture	Tons	1350	150	1500	7.00	10,500.00
Watering			M.Gal	14	2	16	5.00	80.00
General	Exc.		C.Y.	3100	310	3400	1.50	5100.00
Type	A-1	Curb	C.Y.	131	14	145	45.00	6525.00
Type	AM.	Driveways	Sq. Yd.	300	30	330	4.50	1485.00
Type	CB-1	Inlets	Each	6	1	7	100.00	700.00
12"	Sewer	Pipe	Lin. Ft.	534	56	590	3.75	2213.00
12"	Culvert	Pipe	Lin. Ft.	66	4	70'	3.75	263.00
Trench	Exc.		C.Y.	200	20	220	3.00	660.00
Finishing	Roadbed &	Slope	All					500.00
Clearing	and	Grub.	All					1500.00
Reconstructing	Walla	Walla	River	Structure	(Sta. 9+00)			1500.00
Reconstructing	Mill	Race	Structure	(Sta. 3+00)				1000.00
								$ 52,374.00
			Eng. & Cont.	+	20%			10,476.00
								$ 62,850.00
			Est. P.E. = $2,500.	City share =				1,700.00
					Total.			$ 64,550.00

RECEIVED
MAR 24 1966
ENGINEER
COUNTY & CITY DIVISION

RECEIVED
MAR 14 1966
FOR FILING

330-172E
6958

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 8, 1966

MEMO TO THE FILE

To:

5.6

SUBJECT: Milton-Freewater (Broadway) Section
Letter from Mayor to widen 22' to 60' St.

We were advised by Mr. Cox 2-21-66 to go ahead with field survey. Consulting with Mr. Hall, it appeared practical to redraw the plans to the desired width and send to field for check. I am now advised that such plans will be ready for sending to field in one week.

J. E. Morelock
Chief Locating Engineer

JEM:rw

cc: F. B. Klaboe
H. S. Cox

NOTED
F. B. KLABOE

RECEIVED
MAR 9 1966
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
VICTOR D. WOLFE

CITY OF
MILTON-FREEWATER

Council-Manager City Since 1938

Power - Light - Water - Sewer

OFFICE OF
CITY MANAGER

February 15, 1966

CITY HALL
MILTON-FREEWATER, OREGON 97862

Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan

Peas
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
FEB 21 1966
CONSTRUCTION
DIVISION

Mr. Fred Klaboe
Assistant State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Klaboe:

Confirming our telephone conversation of February 15, 1966, this is to advise that we called a special Council meeting last night, and it was voted that we will have the necessary funds available for the increased project on East Broadway Street. The amount of the funds can be committed to the State after the engineering and estimated costs have been determined.

The Council feels that in the interest of long range planning, it would be wise to coordinate the plans for the proposed 22-foot street with the City of Milton-Freewater and the abutting property owners and make the street a 60-foot width, with curbs, gutters, and drainage facilities.

We understand that the State will perform the engineering work and compile the estimate of costs. In the event the State budget is unable to pay for this service, the City of Milton-Freewater is willing to assume this obligation.

As a matter of record and for your information, East Broadway fronts along and is the access to Umatilla Canning Company, a green pea processing plant. During the months of June and July, their peak harvest months, there will be a tremendous amount of traffic to be handled over this street. If it meets with your schedule, perhaps this work could be accomplished either prior to these months, or immediately following. We will leave this to your discretion.

We very much appreciate your consideration and cooperation in this matter, and if you have any further questions or instructions for us, please advise.

Respectfully,

Bill York

Bill York
Mayor

BY/p
cc: Messrs. H. S. Cox
Richard Unrein

RECEIVED
FEB 17 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 17 1966
OREGON
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY DEPARTMENT

RECEIVED MAR 2 - 1966

TO: Fred Kloboe

SUBJECT: Special City Allotment Milton-Freewater FOR FILE

FROM: H.S. Cox.

DATE: 2-23-66.

Copies Proj. mgr. Stanley

906

Monday Feb 21, 1966 Mr. Dick Morgan & I met Mayor Bill York of Milton-Freewater, relative to thier request to enlarge the proposed Broadway project.

Mayor York was advised that the department (Hwy) would have no objection, providing the City were able to pay all Costs in excess of $20,000. He was further advised that the total project as proposed by City might be as much as 80,000; thus costing the City $60,000.

City proposes to Bancroft this project & they are most insistant on proceeding as per thier proposal.

H.S. Cox
(SIGNATURE)

PLEASE REPLY HERE

March 2, 1966

Copy to Mr. Morgan

Please proceed as requested
by City.

FBK

RECEIVED
FEB 23 1966
OFFICE OF
STATE HIGHWAY ENGINEER

CC: _____ (SIGNATURE) (DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1st 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 2 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

1

OREGON STATE HIGHWAY DEPARTMENT

TO: Fred Klabe

SUBJECT: Special City Allotment Milton-Freewater

FROM: H.S. Cox.

DATE: 2-23-66

Monday Feb 21, 1966 Mr Dick Unrein Called Mayor Bill York of Milton-Freewater, relative to thier request to enlarge the proposed Broadway Project.

Mayor York was advised that the department (Hwy) would have no objection, providing the City were able to pay all Costs in excess of $20,000. He was further advised that the total project as proposed by City might be as much as 80,000; thus Costing the City $60,000.

City proposes to Bancroft this project & they are most insistant on proceeding as per thier proposal.

NOTED
DON HARWELL

cc: A.F. Parsons
F.D. Morgan
J.E. Mockelock
F.L. Hall

NOTED
RICHARD UNREIN

H.S. Cox
(SIGNATURE)

PLEASE REPLY HERE

CC: _____ _____ (SIGNATURE) _____ (DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1st 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

2

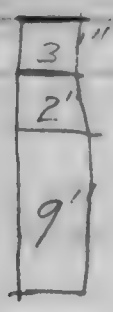
Local Improvement District.

Milton – Freewater.

60 c-c

1-938-5531

Mayor York.



14" or 1.17

~~$~~ 70 - 89

$75,000 Est. Cost 60' c-c

Gen Exc. = $\frac{1.2 \times 61 \times 1400 \times 1.1}{27}$ = 4,170 c.y.

Base = $\frac{.75 \times 57 \times 1400 \times 1.43}{27}$ = 3,170 c.y.

3/4" = $\frac{.17 \times 57 \times 1400 \times 1.43}{27}$ = 720 c.y.

A.C. (3" x 57") 114.4 x 14 dia = ~~4,000~~ 4600 Ton

Curb = .054 x 2700' = 145 c.y.

Drainage = $900 x 14 x 1.4 = ~~$~~ $17,000

		June		
Gen Exc.	= 4170 c.y @ $1.50	1.50 =	6,250.00	6,250.00
Base	= 3170 c.y @ $4.50	3.25 =	14,250.00	10,461.00
3/4"	= 720 c.y @ $4.75	3.50 =	3,410.00	2,520.00
A.C.	= ~~4,000~~ 4600 Ton @ $10.00	10.00 =	~~20,000.00~~	16,000.00
Curbs	= 145 c.y @ $45	55.00 =	6,525.00	7,995.00
Drainage	=		$17,000.00	$17,000.00
				60,206.00
		+20% Esc.		12,041.00
				$ 72,247.00

66-xxx

February 10, 1966

NOTED
M. S. COX

Mr. R. L. Tomlinson
City Recorder
City Hall
Milton-Freewater, Oregon

NOTED
DON HARWELL

Dear Mr. Tomlinson:

The State Highway Commission plans to call for bids on March 10, 1966, for the Special City Allotment project on Broadway.

City cost $6,800

Enclosed are three copies of an agreement covering this project. If satisfactory, please have the City Council pass a resolution, similar to the enclosed sample, authorizing the Mayor and you to sign the agreement.

As the project cannot be advertised until the signed agreement is in our hands, please return all three signed copies of the agreement, accompanied by three signed copies of the resolution authorizing signature, to this office prior to February 17, 1966. After certification by the Highway Commission Secretary, a fully executed copy will be returned for the City's records.

Very truly yours,

H. S. Cox
County and City Division Engineer

By

NOTED
RICHARD UNREIN

Richard Unrein
Field Engineer

RU:mm
Encl.

Clifton-Freewater (Broadway) Section

Grading and Paving

RICHARD UNREIN

Estimate
2-8-66

No.	Item	Quantity	Price	Amount
1	Clearing and Grubbing	All Spec.	—	250.00
2	General Excavation, Unclassified	1,200 cu Yds	1.50	1,800 -
3	Finishing Roadbed and Slopes	0.23 Mile	2000.00	460 -
4	Watering	80 M-Gal.	5.00	400 -
5	3/4"-0 Material in Stone Base	520 cu Yds	4.25	2,210 -
6	Stone Base	2,600 cu Yds	4.00	10,400 -
7	Class "B" Asphalt Concrete	600 Tons	12.00	7,200 -
8	Extra for A.C. Conc. Approaches	12 Only	45.00	540 -
			Total	23,260 -

Antic Add Items

Flagging	250.00
Total	23 510 -
12½ % Engr & Cont.	2 938 75
Total	26,448 75
City share of P.F.	365.73
	$ 26,814.48
	OR.
	$ 26,800

NOTED
H. S. COX

RECEIVED
FEB - 9 1966
ENGINEER
COUNTY & CITY DIVISION

Preliminary Engr. Est. $ 1500

City share = $\frac{\text{[illegible]}\ 75}{26,449.75} \times \$1500 = \$365.73$

NOTED
DON HARV[illegible] 1

FORM S-30X 9SM 2-58 60000

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
La Grande, Oregon 97850
January 26, 1966

NOTED
RICHARD UNREIN

SUBJECT: Broadway (S. Main to Oregon-Washington Highway) Milton-Freewater
City Street
Umatilla County

To: Mr. F. D. Morgan
Construction Engineer
Salem, Oregon

NOTED
P. B. Arensmeier

NOTED
R. H. PRANGE

NOTED
DON HARWELL

On January 21, we mailed you the special provisions for the subject project. In our letter of transmittal, we advised that the drainage at the intersection of S. Main and Broadway would be checked further with the City.

Mr. York, Acting City Manager, has now advised that the City does not intend to drain into the mill race, therefore, some other provisions will have to be made to take care of the drainage at S. Main. Mr. York thought possibly the water could be picked up and piped westerly across S. Main and allowed to dissipate in the west gutter line.

It is our belief that the small amount of surface water which will be collected could dissipate in the cut ditches for the present. Eventually, when the City widens Broadway and puts in curbs and gutters, other provisions will have to be made.

A. F. Parson
Division Engineer

AFP:sp

CC: Mr. H. S. Cox

RECEIVED
JAN 27 1966
ENGINEER
COUNTY & CITY DIVISION

NOTED
V. R. JONES

RECEIVED
JAN 27 1966
OREGON
STATE HIGHWAY COMMISSION

5CA-66

CITY OF
MILTON-FREEWATER

Council-Manager City Since 1938

Power - Light - Water - Sewer

NOTED
RICHARD UNREIN

OFFICE OF
CITY MANAGER

January 24, 1966

CITY HALL
MILTON-FREEWATER, OREGON 97862

REFERRED TO
H.S. Cox
BY SECRETARY

NOTED
DON HARWELL

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attn: Mr. Richard Unrein

Gentlemen:

Thank you for your communication of December 16, 1965, in which you informed us that the City of Milton-Freewater's request for Special City Allotment on Broadway Street has been approved.

Pursuant to our telephone conversation of this date, please be advised that we realize that the installation of a drainage system on East Broadway Street would be very costly; and therefore, in the event of future paving or curb and gutter installations, the City of Milton-Freewater would not hold the State Highway Department liable or responsible for engineering on this drainage project.

If you have further questions, or if we can be of help in any way to facilitate completion of this project, please do not hesitate to get in touch with this office.

Respectfully yours,

Bill York
City Manager Pro Tem

BY/p

c.c. to Morgan 1-27-66

RECEIVED
JAN 26 1966
ENGINEER
COUNTY & CITY DIVISION

RECEIVED
JAN 26 1966
OREGON
STATE HIGHWAY COMMISSION

66-sca

NOTED
H. S. COX

Salem, Oregon
January 25, 1966

Special City Allotment Project
Milton-Freewater

Broadway (8 Main - Oregon-Washington Hwy.)

Mr. J. E. Morelock
O F F I C E

NOTED
DON HARWELL

The survey data on the above named section has been examined and found to be consistent with the project as requested by the city and approved by the Highway Commission.

The drainage as proposed has been eliminated (via Division V) as we are unable to obtain permission to place additional run-off into the Little Walla Walla River and the Mill Race at Station 2+-C. The Mayor of Milton-Freewater has assured this office that a letter is forthcoming that will relieve the State of all responsibility as to the lack of drainage facilities.

NOTED
RICHARD UNREIN

Richard Unrein, Field Engineer
County and City Division

RU:mm

cc: A. F. Parson

RECEIVED
JAN 12 1966
FORESTRY

320-1722
1968

Prefix No. 330-1468

LOCATION PROSPECTUS
BROADWAY STREET SECTION
CITY OF MILTON-FREEWATER
UMATILLA COUNTY

NOTED
R. L PORTER

HIGHWAY: Broadway Street, City of Milton-Freewater. Not on Federal-aid or State system.

TERMINI: The westerly terminus is at the intersection of Broadway Street and South Main Street. The easterly terminus is at the intersection of Broadway Street and the Oregon-Washington Highway.

LENGTH: The total length of project is 0.25 mile.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for grading and paving on existing alignment. No reconnaissance is necessary. The survey need not be tied to the Lambert Grid System. Drainage studies will be made and any problems resolved. Soils investigations will be conducted. The project will be constructed with 1966 Special Allotment Funds.

TYPICAL SECTION: Two 11-foot travel lanes with 4-foot shoulders.

BASE DESIGN: The tentative base design for construction is:

Paving	3" Asphalt Concrete
Top Course Base	2" Leveling
Bottom Course Base	9" Coarse Crushed
Total Depth	14"

MATERIAL SOURCES: Investigations for material sources will be made during survey and tied to the project.

ADDITIONAL FACILITIES: No railroad or stream crossings. The City will adjust water mains, sewers, etc.

AGREEMENTS: Routine negotiations for Special City Allotment project.

January 6, 1966
Attachment
cc: Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
F.D. Morgan
A. F. Parson (3)
Mark Astrup
R. N. Chase
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
O. B. Jackmond
Val Johnson
Ivan Merchant (4)
D. H. Moehring (3)
A. D. Olson
James Owens
Phil Preston (2)
Jack Rowland
O. C. Turner
F. W. Yarbrough (2)
L. H. Young

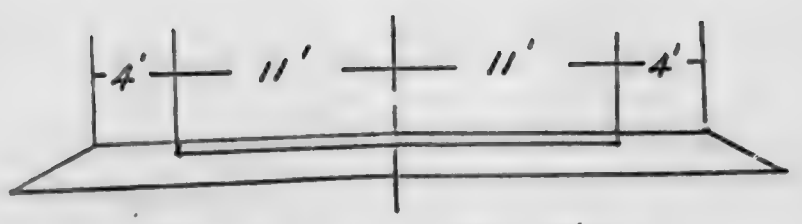
RECEIVED
JAN 11 1966
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

Prospectus Map
Broadway Street Sec.
City of Milton-Freewater

Umatilla County

1965



Typical Section

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Section BROADWAY STREET Highway HILTON - FREEWATER STREET County UMATILLA Prefix

Res. Engr. _____ Approx. Length 0.2± Miles. Sta. _____ to Sta. _____ Date 12-27-65

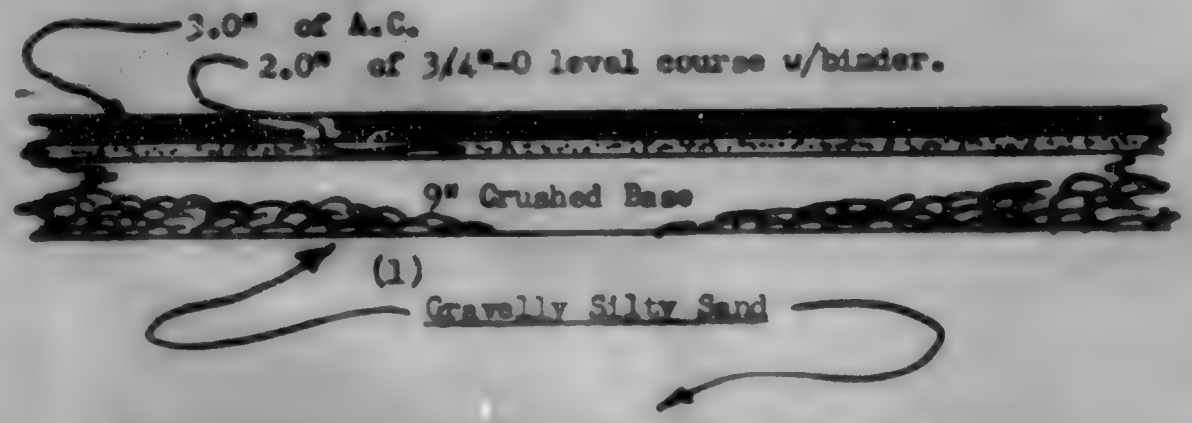
Truck A.D.T. 38 Traffic Coefficient 7.2 18 kip s.a. per day 27.3.

Annual Precipitation 15"± Frost Penetration 30"±.

(1)
Typical Soil
27 LL
0 PI
68 %P 10
24 %P200
32 %Gravel
14 %C Sand
30 %F Sand
17 %Silt
7 %Clay
33 "R" Value
(Corrected)

AASHO CLASSIFICATION:
A-2-4

MATERIAL SOURCES:
To be determined by the Engineer.



Values assigned various components of the roadway:

1.0"	Asphaltic Concrete	=	2.0" Crushed Base
1.0"	Oil Mat	=	1.1" Crushed Base
1.0"	Stone Subbase (Meet requirements in Standard Specifications plus 8% max. P#200 sieve.	=	0.8" Crushed Base

Should substitutions be made, use CBE Column for total thickness requirement and table above for values.

CBE Total Req.	CBE Credit	Actual Thick.	
	6.0	3.0	A.C.
	2.0	2.0	Level
	9.0	9.0	Cr. Base
17.0	17.0	14.0	

320-1223

12-27-65

PREPARED FOR FILING JAN 4 1966

NOTED
F. B. KLABOE

Submitted by _____ Staff Assistant Recommended by _____ Engineer of Materials

Recommended by _____ Construction Engineer Approved by _____ Asst. State Highway Engineer

cc:
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Chief Locating Engineer
Rural Engineer
County-City (2)

SECTION: BROADWAY STREET

HIGHWAY: CITY OF MILTON - FREEWATER

COUNTY: UMATILLA

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT 600 (Total)

B. Future ADT 900 (Total)

C. Mean ADT 750 (A+B)

D. Design Period 20 Years

E. No. of Lanes 2

F. Percent Trucks 10 (ADT Basis)

G. Trucks (in one direction) F= 5 x (C) 750 = 38

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 38 x (H) 100 % = 38

TRAFFIC COEFFICIENT = K (I) 0.119
where K = 4.669

= 7.2

SECTION: BROADWAY STREET

HIGHWAY: CITY OF MILTON - FREEWATER

COUNTY: UMATILLA

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: None made - See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Generally A.C. or Oil
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: See remarks
13. Traffic Safety: See remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to A.C. construction.

CONCLUSION AND REMARKS:

This is a short project (0.2± mi.), and the City of Milton - Freewater has indicated a preference for Asphaltic Concrete Pavement.

Form E-30

OREGON STATE HIGHWAY DEPARTMENT

AUTHORITY FOR SURVEY

Section [illegible] Division-Broadway

Date December 22, 1965

Highway [illegible]

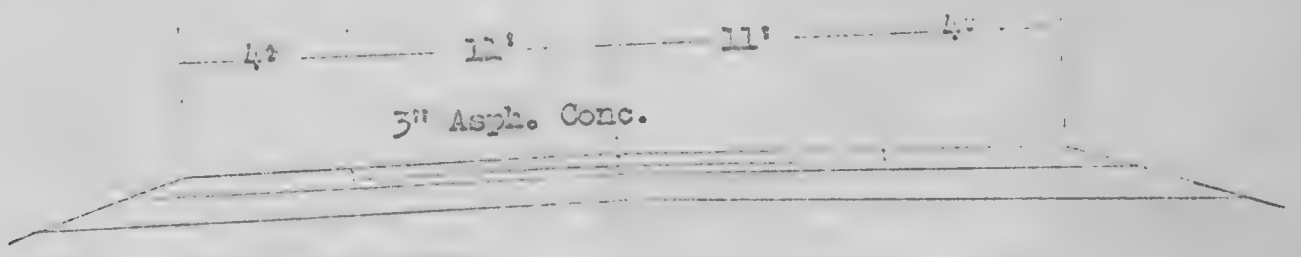
Authorization No. 1

County [illegible] Division 5

Survey Prefix 23-1(16)2
(Assigned by Salem office)

Description of termini, route, length, etc.:

Beginning at Broadway and E. Main Street, thence easterly along Broadway to its intersection with the Oregon-Washington Highway, a distance of 0.35 mile.



TYPICAL SECTION

Purpose of survey:

Prepare plans, specifications and estimate of cost for a grading and paving project.

1966 - City Funds

RECEIVED
FEB 15 1966
ENGINEER
COUNTY & CITY DIVISION

Estimate of cost:

Survey	(903)	1200
Soils	(910)	300
Plans	(905)	300

Total estimated cost of survey . . . . . $ 1,800

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) . .....

Total all authorizations approved (Salem) . . ..

INSTRUCTIONS

Submit four copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by:

[signature] Field Engineer

Recommended for Approval:

[signature] Division Engineer

Recommended for Approval:

[signature] Ass't Construction Engineer

Approved:

[signature] Ass't State Highway Engineer

State Printing

December 16, 1965

Mr. R. L. Tomlinson
City Recorder
City Hall
Milton-Freewater, Oregon

Dear Mr. Tomlinson:

On December 14, the State Highway Commission approved the City's request for a Special City Allotment project on Broadway, to be constructed from funds authorized by ORS 366.805.

The project was approved on the basis of the attached project description and city map showing colored in red the limits of the approved project. The base design and project cost are tentative in nature as they are based on a reconnaissance type investigation. The City shall pay all costs of the project in excess of $20,000.

You will be contacted in the near future concerning construction details.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

H. S. Cox
County and City Engineer

RU:eb
Att.

bc: A. F. Parson

AAN '66

CITY OF
MILTON-FREEWATER

Council-Manager City Since 1938

Power - Light - Water - Sewer

NOTED
RICHARD UNREIN

OFFICE OF
CITY MANAGER

November 12, 1965

CITY HALL
MILTON-FREEWATER, OREGON 97862

NOTED
H. S. COX

NOTED
DON HARWELL

Mr. H. S. Cox
County and City Engineer
Oregon State Highway Dept.
Salem, Oregon 97310

Dear Mr. Cox:

The City of Milton-Freewater is willing and able to pay for any excess above $20,000 for the paving of Broadway Street. This street has been under investigation for State participation under the State Highway No. 250 Assistance Program.

We will be able to furnish engineering, design, and construction inspection for the complete project, which of course will be subject to your approval.

If there is any other manner in which we can assist this project to fruition, we will be happy to do so.

Since the Mayor, Councilmen and I will be at the League of Oregon Cities meeting this week, we will be happy to discuss this project at greater length.

Sincerely yours,

G. W. Felsch

G. W. Felsch, Jr.
City Manager

GWF/p

RECEIVED
NOV 15 1965
ENGINEER
COUNTY & CITY DIVISION

RESOLUTION #277

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Milton-Freewater is an incorporated city of the State of Oregon and has a population of 4,257 as given by the latest official census; and

WHEREAS, the following streets of said city,

Broadway Street from Main Street to the New Highway, and
Elizabeth Street from Main Street to N. E. Fifth Avenue

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular session assembled, do hereby find, declare, and resolve:

(1) That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

(2) That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

(3) That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

(4) That the City of Milton-Freewater, Oregon, does hereby offer to State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate the City Manager as the official representative of the city in all negotiations resulting from this request.

ATTACHED HERETO, and made a part hereof, is a city map on which is indicated the streets described in this resolution.

PASSED by the Common Council and APPROVED by the Mayor this 28th day of June, 1965.

Lloyd M. York

Lloyd M. York — Mayor

ATTEST:

[illegible]

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Milton-Freewater is an incorporated city of the State of Oregon and has a population of 4,257 as given by the latest official census; and

WHEREAS, the following streets of said city,

Broadway Street from Main Street to the New Highway, and
Elizabeth Street from Main Street to N. E. Fifth Avenue

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular session assembled, do hereby find, declare, and resolve:

(1) That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

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ATTACHED HERETO, and made a part hereof, is a city map on which is indicated the streets described in this resolution.

PASSED by the Common Council and APPROVED by the Mayor this 28th day of June, 1965.

Lloyd M. York Mayor

ATTEST:

R. L. Tomlinson Recorder

POWELL RD.
M.P. 3.08
FREEWATER HWY. NO. 332
W. W. V. R. R.
N. MAIN
PARALLEL ST.
NO. 8
M.P. 31.64
RAILROAD
PACIFIC
EAST
N
UNION
PACIFIC
RAILROAD
HELEN ST.
LYDIA AVE.
WASHINGTON
WALLA WALLA
BROADWAY
LINDEN DR.
CATHERINE AVE.
SHIELDS AVE.
Little Walla Walla River
M.P. 29.88 HWY. 8
M.P. 8.28 HWY. 330
SCOFFORD RD.
ORCHARD AVE.
HILL AVE.
COLLEGE AVE.
LOCUST AVE.
CHERRY AVE.
ELM AVE.
MAPLE AVE.
DAVIS ST.
RIVER
THORN AVE
WALNUT
EQU. M.P. 28.82 = M.P. 28.82
Ditch
PARK
SIGNED ROUTES
INTERSTATE
U.S.
ORE.
LEGEND
Post Office
School
R. R. Depot
Public Bldg.
CH – City Hall
CT – Court House
A – Armory
L – Library
Street open for travel
Street dedicated but not open
City Limits
MILTON-FREEWATER
UMATILLA COUNTY, OREGON
PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
Population 4,213
Scale in Feet
August 1963

CITY OF
MILTON-FREEWATER

Council-Manager City Since 1938

Power - Light - Water - Sewer

NOTED
DON HARWELL

OFFICE OF THE
CITY MANAGER

June 29, 1965

CITY HALL
MILTON-FREEWATER, OREGON 97862

RECEIVED
JUL 1 1965
ENGINEER
COUNTY & CITY DIVISION

Mr. H. S. Cox
State Highway Department
Salem, Oregon 97310

Dear Mr. Cox:

Enclosed is a copy of Resolution #277 requesting participation for paving two streets which are receiving excessive wear because of heavy and unusual traffic.

Also enclosed is a copy of the map indicating the streets in question.

Please see that this is considered in the 1966 program. We will be looking forward to hearing from you.

Sincerely yours,

G. W. Felsch, Jr.
City Manager

GWF/p
Encl.

CITY OF
MILTON-FREEWATER

Council-Manager City Since 1938

Power - Light - Water - Sewer

NOTED
R. M. ALLIS

OFFICE OF THE
CITY MANAGER

March 9, 1965

CITY HALL
MILTON-FREEWATER, OREGON 97862

Mr. H. S. Cox, Engineer
County and City Division
State Highway Department
Salem, Oregon

Dear Mr. Cox:

We would like to make application for a portion of the annual $250,000 sum which is allocated to cities under 5000 population for paving streets not a part of the State highway system.

Our request will include the same streets that we submitted last year; i.e., East Broadway from Main to the new highway, and Elizabeth Street which intersects this street. These streets will receive the overflow of traffic when a correction is made in the intersection of Oregon 11 and Main Streets, as outlined by your traffic engineers.

Please send us the necessary application forms.

Sincerely yours,

G. W. Felsch, Jr.
City Manager

GWF/p

RECEIVED
MAR 1965
ENGINEER
COUNTY & CITY DIV.

forms sent 3/11

F-182(4) Fall Cr.-Mt. Vernon Sec., 1966
Pendleton-John Day Hwy.
#6959 (Grad., oil., struct's.)

CdR 3231

RECEIVED
DEC 1 - 1967
FOR FILING
F-182(4)
6959

November 29, 1967

Wells-Reed-Wood-West Company
412 Failing Building
Portland, Oregon 97204

Gentlemen:

Contract No. 6959 awarded to Steelman-Duff, Inc., for grading, oiling, and structures on the Fall Creek-Mt. Vernon Section of the Pendleton-John Day Highway in Grant County was completed on August 25, 1967, and accepted by the Highway Commission on November 28, 1967.

Final payment in the amount of $17,248.54 will be released to the contractor after December 6, 1967. The total contract amount is $725,185.23 including $174,256.05 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

ge

cc: Great American Insurance Company
Pacific NW Regional Office
2030 Ninth Avenue
Seattle, Washington 98121

Steelman-Duff, Inc.
1411 N.E. Columbia Blvd.
Portland, Oregon 97211

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
NOV 30 1967
FOR FILING

F-182(4)

6959

November 28, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed August 25, 1967 on Contract No. 6959. The contract was with Steelman-Duff, Inc., and was for grading, oiling and structures on the Fall Creek - Mt. Vernon Section of the Pendleton-John Day Highway in Grant County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective November 28, 1967, and that you concur in this procedure at the Commission meeting on December 12.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

srb:jes

cc: Floyd Query
R. L. Porter
F. B. Klaboe
V. D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
A. F. Parson

F 182(4)

Monthly transaction number: 12-26	FORM 2A (REV. 6-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State: Oregon
Project report number: 14 (659)	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 11-28-67	County: Grant
Modification number: 3		Project number: F-182(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on January 30, 1967, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 779,215	$ 793,417
Federal funds	$ 494,800.00	$ 501,400.00
Other revisions		

This modification is made for the following reasons:

Estimate revised to include increase in construction cost.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 20 day of November, 1967.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By W Klaboe

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

A. W. Parsons, Division Engineer

By L. R. Backlund
(Division Engineer)
L. R. Backlund, Admin Manager

US COMM-DC 26364-P68

Oregon State Highway Department

Federal Aid
Project No. F-182(4)

FALL CREEK-MT. VERNON SECTION OF THE

PENDLETON-JOHN DAY HIGHWAY IN GRANT COUNTY

Revised project agreement estimate to include increase in construction cost.

Salem, Oregon, November 7, 1967

Type Code 5231
Roadway (Sta. 397+00 to Sta. 530+10.89)(Contract 6959)

Subtotal on Previous Estimate of August 4, 1967			$592,037.94
Approved Price Agreements			
PA3 Furnish & Install Additional Guard Rail	All Required		$ 4,682.86
PA4 General Excavation	1,158 cu.yd.	$ .49	567.42
PA4 Loose Riprap	3,830 cu.yd.	2.00	7,660.00
	Increase		$ 12,910.28
	Subtotal		$604,948.22
	10% Engr. & Cont.		60,494.78
	Total		$665,443.00

Type Code X020
2 Structures

Total for structures same as estimate of Jan. 18, 1967, April 12, 1967 and August 4, 1967	$127,974.00

Length of Roadway . . . . . 2.471 miles
Length of Structures (2). . . 0.050 mile

Total Length. . . . . 2.521 miles

Cost of Roadway per mile. . $269,301.09

Summary of Funds

Description	Total Cost	Federal Funds	State Funds	City Funds
Roadway	$665,443.00	$420,138.00	$243,905.00	$1,500.00
Structures	127,974.00	81,262.00	46,712.00	-
	$793,417.00	$501,400.00	$290,517.00	$1,500.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefix 12-1042

Monthly transaction number: 9-18	FORM PR-2A (REV. 10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State: Oregon
Project report number: 11	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 8-14-67	County: Grant
Modification number: 2		Project number: F-162(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on January 30, 19 67, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 602,822.00	$ 772,215.00
Federal funds	$ 382,500.00	$ 494,800.00
Other revisions		

This modification is made for the following reasons:

Revised estimate due to increase in construction cost.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 14 day of August, 19 67.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
A. W. Parsons, Division Engineer

By L. R. Backlund
(Division Engineer)
L. R. Backlund, Admin. Manager

US COMM-DC 26364-P65

Oregon State Highway Department

Federal-Aid
Project No. F-102(4)

FALL CREEK-MT. VERNON SECTION OF THE

FORMERTON-JOHN DAY HIGH AY IN GRANT COUNTY

Revised project agreement estimate to include increase in construction cost.

Salem, Oregon, August 4, 1967

Type Code 5231
Roadway (Sta. 397+00 to Sta. 530+10.89)(Contract 6959)

Subtotal on Previous Est. of April 12, 1967			$431,680.00
Approved Extra Work Orders			
EWO #2 Flatten Slopes	All Required		$ 51,303.94
EWO #6 Slide Correction	All Required		108,976.00
		Increase	$160,357.94
		Subtotal	$592,037.94
		10% Engr. & Cont.	59,203.06
		Total	$651,241.00

Type Code 2020
2 Structures

Total for Structures Same as Estimate of January 10, 1967 and April 12, 1967.		$127,974.00
Length of Roadway - - - - - - - - - - - - -	2.471 Miles	
Length of Structures (2)- - - - - - - - - -	0.050 Mile	
Total Length- - - - - - - - - - - - - - - -	2.521 Miles	
Cost of Roadway Per Mile- - - - - - - - - -	$263,553.62	

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	City Funds
Roadway	$651,241.00	$413,538.00	$236,203.00	$1,500.00
Structures	127,974.00	81,262.00	46,712.00	-
	$779,215.00	$494,800.00	$282,915.00	$1,500.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

STATE COPY

Monthly transaction number: 5-29	FHWA PR-2A (Rev. 10-65) — U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State: Oregon
Project report number: 8	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	County: Grant
Modification number: 1		Project number: F-182(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on Jamary 30, 19 67, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 602,162.00	$ 602,822.00
Federal funds	$ 382,000.00	$ 382,500.00
Other revisions		

This modification is made for the following reasons:

Revised estimate including approved Price Agreement.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 28th day of April, 19 67.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. B. Clabore

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

A. W. PARSONS, Division Engineer

By L. R. Backlund
L. R. Backlund Admin. Manager
(Division Engineer)

US COMM-DC 26364-P65

Oregon State Highway Department

Federal Aid
Project No. F-182(4)

FALL CREEK-MT. VERNON SECTION OF THE

PENDLETON-JOHN DAY HIGHWAY IN GRANT COUNTY

(Revised estimate as a basis modification of project agreement. Revised to include item retained in program status.)

Salem, Oregon, April 12, 1967

Type Code 3231
Roadway (Sta. 397+00 to Sta. 530+10.89)(Contract 6939)

Previous Subtotal on Estimate Dated January 18, 1967		$ 431,680.00
P.A. No. 2 Place Boulders in Channel Changes	All Required	600.00
	Subtotal	$ 431,680.00
	10% Engr. & Cont.	43,168.00
	Total	$ 474,848.00

Type Code X020
2 Structures

Total for Structures Same as Estimate of January 18, 1967	$ 127,974.00

Length of Roadway	2.471 miles
Length of Structures (2)	0.050 mile
Total Length	2.521 miles
Cost of Roadway Per Mile	$192,168.35

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	City Funds
Roadway	$474,848.00	$301,300.00	$171,848.00	$1,300.00
Structures	127,974.00	81,000.00	46,974.00	-
Total	$602,822.00	$382,300.00	$218,822.00	$1,300.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 329, Laws 1939.
State Funds for Maint.: Chap. 329, Laws 1939.

STATE COPY

Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
2-14		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	COUNTY
4 6959	1-30-67	Grant
		PROJECT NO. F-182(4)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Fall Creek - Mt. Vernon Section, Pendleton-John Day Hwy.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	11-22-66	2.521
OTHER (Specify)		

FUNDS

Fed Rate 63.5%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 602,162.00	$ 382,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

Asst. State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

A. W. PARSONS, Division Engineer

By L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer JAN 30 1967

Oregon State Highway Department

Federal-Aid
Project No. F-188(4)

FALL CREEK-MT. VERNON SECTION OF THE

PENDLETON-JOHN DAY HIGHWAY IN GRANT COUNTY

Project Agreement Estimate

Salem, Oregon, January 18, 1967

Type Code 3231
Roadway (Sta. 397+00 to Sta. 530+10.89)(Contract No. 6959)

Clearing and Grubbing	All Required			$ 23,000.00
General Excavation, Unclassified	318,200	cu.yd.	$0.49	155,918.00
Overhaul	5,750	C-yd.Sta.	0.30	1,725.00
Finishing Roadbed and Slopes	2.47	mile	800.00	1,976.00
Rounding Cutbanks	8,200	lin.ft.	0.20	1,640.00
Trench Excavation	1,130	cu.yd.	3.00	3,390.00
Watering	680	M-gal.	2.00	1,360.00
3/4"- 0 Material in Base	5,280	ton	2.20	11,616.00
Plant Mix Stone Base	69,300	ton	1.65	114,345.00
3/4"- 0 Aggregate in Prime Coat	380	cu.yd.	5.50	2,090.00
MC-250 Asphalt in Prime Coat	60	ton	60.00	3,600.00
Aggregate in Asphalt Macadam	2,550	cu.yd.	5.50	14,025.00
120-150 Asphalt in Asphalt Macadam	200	ton	55.00	11,000.00
Asphalt in Seal Coat	55	ton	60.00	3,300.00
Extra for Asphalt Macadam Approaches	10	only	100.00	1,000.00
Detour Surfacing	7,850	sq.yd.	1.50	11,775.00
Class "A" Concrete in Box Culvert	28	cu.yd.	130.00	3,640.00
Reinforcement in Box Culvert	4,400	lb.	0.20	880.00
Loose Riprap	6,600	cu.yd.	2.00	13,200.00
12-inch Culvert Pipe	470	lin.ft.	4.00	1,880.00
15-inch Culvert Pipe	70	lin.ft.	3.00	210.00
18-inch Culvert Pipe	1,200	lin.ft.	5.00	6,000.00
36-inch Culvert Pipe	250	lin.ft.	7.80	1,950.00
48-inch Culvert Pipe	90	lin.ft.	17.00	1,530.00
Concrete Manholes	2	only	250.00	500.00
Concrete Inlets Type G-1	1	only	200.00	200.00
Concrete Inlets Type G-2M	1	only	200.00	200.00
Concrete Curbs	100	cu.yd.	60.00	6,000.00
Guide Posts, W-1	150	only	9.00	1,350.00
Guard Rail	5,500	lin.ft.	2.85	15,675.00
Rail End Pieces	30	only	5.00	150.00
Extra Guard Rail Posts	80	only	16.50	1,320.00
16' Cattle Guard	1	only	1,500.00	1,500.00
24-inch Culvert Pipe	330	lin.ft.	8.50	2,805.00
Concrete Inlets, Type CG-1	4	only	250.00	1,000.00
Concrete Driveways	370	sq.yd.	9.00	3,330.00
				$ 425,080.00
Flagging (5744 of Contractor's Cost)	All Required			6,000.00
	Subtotal			$ 431,080.00
	10% Engr. & Cont.			43,108.00
	Total			$ 474,188.00

Type Code X020
Beach Cr. Bridge - Br. #9659 (Sta. 411+90 to Sta. 413+15)

Shoring, Cribbing etc.	All Required (42%)		$ 1,260.00
Structural Excavation	360 cu.yd.	$10.00	3,600.00
Structural Excavation Below Elevation Shown	40 cu.yd.	10.00	400.00
Special Rock Backfill	260 cu.yd.	3.50	910.00
Class "A" Concrete (392 cu.yd.)	All Required (46%)		32,660.00
Reinforcement (80,000 lbs.)	All Required (46%)		11,270.00
Metal Handrail	263 lin.ft.	10.00	2,630.00
			$ 52,730.00

Type Code X020
Beach Cr. Bridge - Br. #9660 (Sta. 425+68 to Sta. 427+08)

Shoring, Cribbing, etc.	All Required (58%)		$ 1,740.00
Structural Excavation	490 cu.yd.	$10.00	4,900.00
Structural Excavation Below Elevation Shown	50 cu.yd.	10.00	500.00
Special Rock Backfill	580 cu.yd.	3.50	2,030.00
Class "A" Concrete (461 cu.yd.)	All Required (54%)		36,340.00
Reinforcement (94,600 lbs.)	All Required (54%)		13,230.00
Metal Handrail	287 lin.ft.	10.00	2,870.00
			$ 63,610.00

Subtotal	$ 116,340.00
10% Engr. & Cont.	11,634.00
Total	$ 127,974.00

Length of Roadway	2.471 mile
Length of Structures (2)	0.050 mile
Total Length	2.521 mile
Cost of Roadway Per Mile	$191,901.25

RETAINED IN PROGRAM STATUS

Boulders in Channel Change		$ 400.00
	Subtotal	$ 400.00
	10% Engr. & Cont.	40.00
	Total	$ 440.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	City Funds
Roadway	$474,188.00	$ 301,000.00	$171,688.00	$ 1,500.00
Structures	127,974.00	81,000.00	46,974.00	- -
Subtotal	$602,162.00	$ 382,000.00	$218,662.00	$ 1,500.00
Retained in Program	440.00	275.00	165.00	- -
Total	$602,602.00	$ 382,275.00	$218,827.00	$ 1,500.00

FALL CREEK-MT. VERNON SECTION

Project No. F-182(4)

Nonparticipating Work

Signing (S.F.)	All Required		$ 900.00
Oregon Telephone Corp.	All Required		5,000.00
California Pacific Telephone	All Required		4,000.00
Blue Mountain T.V.	All Required	200	200.00
Fencing (S.F.)	All Required		9,000.00
			$ 19,100.00

Oregon State Highway Department

Federal-Aid
Project No. F-182(4)

FALL CREEK-MT. VERNON SECTION OF THE

PENDLETON-JOHN DAY HIGHWAY IN GRANT COUNTY

P.S. & E. Estimate

Salem, Oregon, November 18, 1966

Type Code 5231
Roadway (Sta. 397+00 to Sta. 530+10.89)

Clearing and Grubbing	All Req.			$ 25,000.00
General Excavation, Unclassified	318,200	cu.yds.	$ 0.60	190,920.00
Overhaul	5,750	C-yd.sta.	0.40	2,300.00
Finishing Roadbed and Slopes	2.47	miles	1,500.00	3,705.00
Rounding Cutbanks	8,200	lin.ft.	0.20	1,640.00
Trench Excavation	1,130	cu.yds.	3.00	3,390.00
Watering	680	M-gals.	3.00	2,040.00
3/4" - 0 Material in Base	5,280	tons	1.85	9,768.00
Plant-Mix Stone Base	69,300	tons	1.75	121,275.00
3/4" - 0 Aggregate in Prime Coat	380	cu.yds.	5.00	1,900.00
MC-250 Asphalt in Prime Coat	60	tons	57.00	3,420.00
Aggregate in Asphalt Macadam	2,550	cu.yds.	5.00	12,750.00
120-150 Asphalt in Asphalt Macadam	200	tons	55.00	11,000.00
Asphalt in Seal Coat	55	tons	57.00	3,135.00
Extra for Asphalt Macadam Approaches	10	only	40.00	400.00
Detour Surfacing	7,850	sq.yds.	1.75	13,737.50
Class "A" Concrete in Box Culvert	28	cu.yds.	75.00	2,100.00
Reinforcement in Box Culvert	4,400	lbs.	0.16	704.00
Loose Riprap	6,600	cu.yds.	4.50	29,700.00
12-inch Culvert Pipe	470	lin.ft.	3.75	1,762.50
15-inch Culvert Pipe	70	lin.ft.	4.25	297.50
18-inch Culvert Pipe	1,200	lin.ft.	5.00	6,000.00
36-inch Culvert Pipe	250	lin.ft.	14.50	3,625.00
48-inch Culvert Pipe	90	lin.ft.	25.00	2,250.00
Concrete Manholes	2	only	350.00	700.00
Concrete Inlets, Type G-1	1	only	150.00	150.00
Concrete Inlets, Type G-3H	1	only	170.00	170.00
Concrete Curbs	100	cu.yds.	50.00	5,000.00
Guide Posts, W-1	150	only	9.00	1,350.00
Guard Rail	5,500	lin.ft.	2.65	14,575.00
Rail End Pieces	30	only	5.00	150.00
Extra Guard Rail Posts	80	only	12.00	960.00
16' Cattle Guard	1	only	1,500.00	1,500.00
24-inch Culvert Pipe	330	lin.ft.	8.00	2,640.00
Concrete Inlets, Type CG-1	4	only	175.00	700.00
Concrete Driveways	370	sq.yds.	5.00	1,850.00
				$482,564.50

Flagging (57½% of Contractor's Cost)	All Req.		$ 6,000.00
	Subtotal		$488,564.50
	10% Engr. & Cont.		48,856.50
	Total		$537,421.00

Type Code X020
Beech Creek Bridge, Bridge #9659 (Sta. 411+90 to Sta. 413+15)

Shoring, Cribbing, etc.	All Req. (42%)		$ 5,040.00
Structural Excavation	360 cu.yd.	$ 7.00	2,520.00
Structural Excavation Below Elevation Shown	40 cu.yds.	15.00	600.00
Special Rock Backfill	260 cu.yds.	5.00	1,300.00
Class "A" Concrete (392 cu.yd. @ $90.00)	All Req. (46%)		35,314.20
Reinforcement (80,000 lbs. @ $0.15)	All Req. (46%)		12,047.40
Metal Handrail	263 lin.ft.	10.00	2,630.00
			$ 59,451.60

Type Code X020
Beech Creek Bridge, Bridge #9660 (Sta. 425+68 to Sta. 427+08)

Shoring, Cribbing, etc.	All Req. (53%)		$ 6,960.00
Structural Excavation	490 cu.yds.	$ 7.00	3,430.00
Structural Excavation Below Elevation Shown	50 cu.yds.	15.00	750.00
Special Rock Backfill	580 cu.yds.	5.00	2,900.00
Class "A" Concrete (461 cu.yd. @ $90.00)	All Req. (54%)		41,455.80
Reinforcement (94,600 lbs. @ $0.15)	All Req. (54%)		14,142.60
Metal Handrail	287 lin.ft.	10.00	2,870.00
			$ 72,508.40
	Subtotal		$131,960.00
	10% Engr. & Cont.		13,196.00
	Total		$145,156.00

Length of Roadway	2.471 miles
Length of Structures (2)	0.050 mile
Total Length	2.521 miles
Cost of Roadway per Mile	$217,491.29

Retained in Program Status

Boulders in Channel Change	$ 400.00
Subtotal	$ 400.00
10% Engr. & Cont.	40.00
Total	$ 440.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	City Funds
Roadway	$537,421.00	$341,000.00	$194,921.00	$1,500.00
Structures	145,156.00	92,000.00	53,156.00	-
Subtotal	$682,577.00	$433,000.00	$248,077.00	$1,500.00
Retained in Program	440.00	275.00	165.00	-
Total	$683,017.00	$433,275.00	$248,242.00	$1,500.00

FALL CREEK-MT. VERNON SECTION

PROJECT NO. F-382(4)

NONPARTICIPATING WORK

re-do

Signing	All Required	$ 900.00
× Oregon Telephone Corp.	All Required	5,000.00
× California Pacific Telephone	All Required	4,000.00
× Blue Mountain T.V.	All Required	200.00
Mt. Vernon Power and Irrigation Co.	All Required	3,500.00
		$13,600.00

Permits

Oregon State Highway Department

Federal-Aid
Project No. F-182(4)

FALL CREEK-MT. VERNON SECTION OF THE

PENDLETON-JOHN DAY HIGHWAY IN GRANT COUNTY

P.S. & E. Estimate

Salem, Oregon, November 18, 1966

Type Code 3231
Roadway (Sta. 397+00 to Sta. 530+1089)

Clearing and Grubbing	All Required			$ 25,000.00
General Excavation, Unclassified	318,200	cu.yd.	$0.60	190,920.00
Overhaul	12,600	C-yd.sta.	0.40	5,120.00
Finishing Roadbed and Slopes	2.47	mile	1,500.00	3,705.00
Rounding Cutbanks	8,200	lin.ft.	0.20	1,640.00
Trench Excavation	770	cu.yd.	3.00	2,310.00
Watering	680	M-gal.	3.00	2,040.00
3/4" - 0 Material in Base	5,150	ton	1.85	9,527.50
Plant-Mix Stone Base	68,800	ton	1.75	120,400.00
3/4" - 0 Aggregate in Prime Coat	380	cu.yd.	5.00	1,900.00
MC-250 Asphalt in Prime Coat	60	ton	57.00	3,420.00
Aggregate in Asphalt Macadam	2,470	cu.yd.	5.00	12,350.00
120-150 Asphalt in Asphalt Macadam	190	ton	55.00	10,450.00
Asphalt in Seal Coat	55	ton	57.00	3,135.00
Extra for Asphalt Macadam Approaches	24	only	40.00	960.00
Detour Surfacing	7,850	sq.yd.	1.75	13,737.50
Class "A" Concrete in Box Culvert	28	cu.yd.	75.00	2,100.00
Reinforcement in Box Culvert	4,400	lb.	0.16	704.00
Loose Riprap	6,600	cu.yd.	4.50	29,700.00
12-inch Culvert Pipe	640	lin.ft.	3.75	2,400.00
15-inch Culvert Pipe	170	lin.ft.	4.25	722.50
18-inch Culvert Pipe	920	lin.ft.	5.00	4,600.00
36-inch Culvert Pipe	250	lin.ft.	14.50	3,625.00
48-inch Culvert Pipe	90	lin.ft.	25.00	2,250.00
Concrete Manholes	1	only	350.00	350.00
Concrete Inlets Type G-1	1	only	150.00	150.00
Concrete Inlets Type G-2H	4	only	170.00	680.00
Concrete Curbs	25	cu.yd.	50.00	1,250.00
Guide Posts, W-1	150	only	9.00	1,350.00
Guard Rail	5,500	lin.ft.	2.65	14,575.00
Rail End Pieces	30	only	5.00	150.00
Extra Guard Rail Posts	80	only	12.00	960.00
16' Cattle Guard	1	only	1,500.00	1,500.00
				$473,681.50
Flagging (57½% of Contractors Cost)	All Required			$ 6,000.00
	Subtotal			$479,681.50
	10% Engr. & Cont.			47,968.50
	Total			$527,650.00

Type Code X020
Beach Cr. Bridge Br. #9659 (Sta. 411+90 to Sta. 413+15)

Shoring, Cribbing, etc.	All Required (42%)		$ 5,040.00
Structural Excavation	360 cu.yd.	$7.00	2,520.00
Structural Excavation Below Elevation Shown	40 cu.yd.	15.00	600.00
Special Rock Backfill	260 cu.yd.	5.00	1,300.00
Class "A" Concrete (392 cu.yd. @ $90.00)	All Required (46%)		35,314.20
Reinforcement (80,000 lbs. @ $0.15)	All Required (46%)		12,047.40
Metal Handrail	263 lin.ft.	10.00	2,630.00
			$ 59,451.60

Type Code X020
Beach Cr. Bridge Br. #9660 (Sta. 425+68 to Sta. 427+08)

Shoring, Cribbing, etc.	All Required (58%)		$ 6,960.00
Structural Excavation	490 cu.yd.	7.00	3,430.00
Structural Excavation Below Elevation Shown	50 cu.yd.	15.00	750.00
Special Rock Backfill	580 cu.yd.	5.00	2,900.00
Class "A" Concrete (461 cu.yd. @ $90.00)	All Required (54%)		41,455.80
Reinforcement (94,600 lbs. @ $0.15)	All Required (54%)		14,142.60
Metal Handrail	287 lin.ft.	10.00	2,870.00
			$ 72,508.40

Subtotal	$131,960.00
10% Engr. & Cont.	13,196.00
Total	$145,156.00

Length of Roadway - - - - - - - - - 2.471 miles
Length of Structures (2) - - - - - 0.050 mile
Total Length - - - - - - - - - - - 2.521 miles

Cost of Roadway Per Mile - - - - - $213,537.02

RETAINED IN PROGRAM STATUS

Relocate Irrigation Pipe	All Required	$ 3,500.00
Boulders in Channel Change	All Required	400.00
	Subtotal	$ 3,900.00
	10% Engr. & Cont.	390.00
	Total	$ 4,290.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$527,650.00	$335,000.00	$192,650.00
Structures	145,156.00	92,000.00	53,156.00
Subtotal	$672,806.00	$427,000.00	$245,806.00
Retained in Program	4,290.00	2,700.00	1,590.00
Total	$677,096.00	$429,700.00	$247,396.00

FALL CREEK-MT. VERNON SECTION

Project No. F0182(4)

Nonparticipating Work

Signing	All Required	$ 900.00
Oregon Telephone Corp.	All Required	5,000.00
California Pacific Telephone	All Required	1,000.00
Blue Mountain T.V.	All Required	200.00
		$ 7,100.00

F-182(4)

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Fall Cr. - Mt. Vernon		WEEK ENDING: October 13, 1967
		SECTION PREFIX: 12-1042
HIGHWAY: Pendleton - John Day		COUNTY: Grant
NAME OF JOB: Fall Cr. - Mt. Vernon	KIND OF WORK: Grading, Oiling & Structures	
CONTRACTOR: Steelman - Duff, Inc.	CONTRACT NUMBER: 6959	FEDERAL AID PROJECT NUMBER: F-182(4)
DATE OF CONTRACT: January 13, 1967	DATE WORK STARTED: February 2, 1967	ESTIMATED COMPLETION DATE: August 28, 1967
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS a. 250	WORK DAYS USED
	SPECIFIED CALENDAR DAYS b. 280	CALENDAR DAYS USED 213
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: a. 86 b. 76
PROJECT AUTHORIZATION: $ 753,122.76		
EXCLUSIVE OF ENGINEERING: $ 683,323.13	ENGINEERING AUTHORIZATION $ 69,799.63	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 739,268.56	ENGINEERING COST TO DATE $ 70,612.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: ~~OVERRUN~~ OVERRUN + 8.19 %	PERCENT OF AUTHORIZATION 101 %	DATE PROJECT WAS COMPLETED: August 28, 1967

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	2.47	2.47		2.47	
MILES PARTIALLY COMPLETED	2.47	2.47		2.47	
MILES COMPLETED	2.47	2.47		2.47	
TOTAL ESTIMATED QUANTITIES (CONTRACT)	318,200	74,850		2930cy 315 ton	
TOTAL QUANTITIES CORRECTED TO DATE	303,418	75,200		3370cy 303 ton	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	303,418	75,200		3370cy 303 ton	
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	9659	9660	R.C.BC.					
PERCENT	100	100	100					

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Ptly. Cloudy			
MONDAY	Clear			
TUESDAY	Ptly. Cloudy			
WEDNESDAY	Showers			
THURSDAY	Ptly. Cloudy			
FRIDAY	Cloudy			
SATURDAY				

Routing
J. Morgan
Parker
Bond
Walker
Swan
Peavy
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
OCT 13 1967
CONSTRUCTION
DIVISION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	No activity.
MONDAY	Same
TUESDAY	Same
WEDNESDAY	Same
THURSDAY	Same
FRIDAY	Same
SATURDAY	Same

REMARKS

Two men in office working on final records for semi-final this week.

Semi-final estimate delivered to division office Friday (10/13/67) of this week.

FINAL REPORT.

SIGNED W M Stewart LOCATION John Day

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

BP-FE-1.8

OSHD (Edwards

Region

Wash DC

F-182(4)

PUBLIC ROADS

INTERMEDIATE CONSTRUCTION INSPECTION REPORT

FINAL (PPM 20-6.1)

es

REGION NO.	REPORT NO.	COUNTY	STATE
8	--	Grant	Oregon
DATE OF INSPECTION	**INSPECTION MADE BY**		**PROJECT NO.**
9-22-67 6759	R. A. Nichols, Area Engr		F-182(4)

IN COMPANY WITH
Alfred Shirley, Jr., Asst Div Engr, M. M. Stump, Res Engr, OSHD

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory A) 85 B)76 %		100 %

REMARKS (1) COMPLETED WORK: (2) WORK IN PROGRESS: (3) COMMENTS AND RECOMMENDATIONS

FALL CREEK - MT. VERNON SECTION
PENDLETON - JOHN DAY HIGHWAY
Grading, Oiling, and Structures

According to the project records the contract work was completed except for minor cleanup on August 25, 1967 at which time the calendar day charges were stopped. The minor cleanup was completed on August 23, 1967.

According to the project records the materials incorporated into the project substantially met specification requirements. Also, the dimensions substantially conform to those shown on the plans and the compaction of the subgrade material and base materials substantially complied with specification requirements.

The semi-final estimate was not completed though the estimated final contract costs were not known. However, the approximate overruns and underruns in the various items are as follows:

General Excavation
Bid quantity - 318,200 CY
Estimated final quantity - 303,418 CY
Underrun - 4.65%

Although this is an underrun of bid quantities, it was actually an overrun of about 5% of the planned quantities. When this project was designed, it was anticipated that the cut slopes would stand on a 1/2 to one slope. However, soon after opening up several of the larger cuts common material was encountered that was not expected; consequently, two large slides occured. The slopes in these slide areas were flattened and the slide material was removed under a force account basis. In other areas the slopes were flattened before the contractor began excavation which resulted in an overrun of the general excavation item. This was partially offset by raising the grade between Stas 430 and 454.

NOTED
F. B. MYERS
10-19-67

Overhaul
Bid quantity - 5,750 CY stations
Estimated final amount - 9,924 CY stations
Overrun - 72.58%

(more)

EDITION OF 8-60 MAY BE USED

This overrun was primarily due to the change in the balance-point pattern made necessary by the revisions covered under the general excavation item.

Item No. 5, Rounding Cutbacks
Bid amount - 8260 LF
Estimated final amount - 450 LF
Underrun - 94.5%

Due to slide correctional work in several areas which was performed on an extra work basis, this item was not needed.

Item No. 6, Trench Excavation
Bid amount - 1,130 CY
Estimated final amount - 833 CY
Underrun - 26.28%

Revision of culvert pipes in several areas reduced the amount of trench excavation needed.

Item No. 7, Watering
Bid amount - 680 M-gallons
Final amount - 1,274.7 M-gallons
Overrun - 87.45%

The overrun was caused by merely too large amounts of water needed for dust control.

Item No. 8, 3/4" - 0 Material in Base
Bid amount - 5,280 tons
Final amount - 4,567 tons
Underrun - 13.51%

The initial 5,280 tons included a 10 percent allowance. If the estimated final quantities were compared to the planned quantities, there would be about a 5 percent underrun. This underrun was probably due to the use of a material whose specific gravity was slightly less than that used when computing the planned quantities.

Item No. 10, 3/4" - 0 Aggregate in Prime Coat
Bid amount - 380 CY
Estimated final quantity - 430 CY
Overrun - 13.16%

The additional material was used in oiling approaches and preventing bleeding.

Item No. 12, Aggregate in Asphaltic Macadam
Bid amount - 2,550 tons
Estimated final quantity - 2,940 tons
Overrun - 15.29%

(more)

The additional amount was due to an increase in the road approaches to meet right of way obligations.

Item No. 16, Detour Surfacing
Underrun - 100%

The contractor elected to eliminate the oil portions of the detour surfacing and maintain the rock through blading and watering.

Item No. 17, Class A Concrete
Initial amount - 28 CY
Final amount - 32.8 CY
Overrun - 17.1%

The bid quantities were based on a box culvert 52 feet long. The length of the box culvert was revised so that the headwalls were outside of the shoulders but apparently the planned quantities were not changed when the box was lengthened.

Item No. 18, Reinforcing the Box Culverts
Bid amount - 4,400 pounds
Estimated final quantity - 5,290 pounds
Overrun - 20.3%
See Item No. 17

Item No. 19, Loose Riprap
Bid amount - 6,600 CY
Final amount - 4,770 CY
Underrun - 27.8%

The contractor purchased the land adjacent to the highway between Sta 436 and 448 for use as a waste area for the excess excavated material. In order to develop this area he moved the creek away from the roadway in two areas which eliminated the need for the riprap in these areas to protect the roadway.

Item No. 20, 12-inch Culvert Pipe
Bid amount - 470 lineal feet
Final estimated amount - 1,210 lineal feet
Overrun - 157.7%

It was originally planned to remove the surface water through a catch basin and into an existing ditch at Sta 521. This proved to be not feasible so that the 12-inch culvert pipe was placed to carry the water underground from Sta 521 to a connection with the Mt. Vernon storm sewer system at Sta 526.

Item No. 24, 36-inch Culvert Pipe
Bid amount - 250 lineal feet
Final amount - 0
Underrun - 100%

(more)

The old creek channel right of Sta 413 was filled with excess excavated materials eliminating the need for this pipe.

Item No. 25, 48-inch Culvert Pipe
Planned amount - 90 lineal feet
Estimated final amount - 106 lineal feet
Overrun - 18%

The additional amount was required because of fill widening.

Item No. 31, Concrete Driveways
Bid amount - 370 square yards
Estimated final amount - 476.2 square yards
Overrun - 28.7%

The additional amount was required to satisfy right of way obligations.

Item No. 32, Guideposts
Planned quantity - 150
Final amount - 118
Underrun - 21.3%

When the number of guideposts was originally calculated it was anticipated that the guideposts would be needed in the town of Mt. Vernon. When the roadway section was revised to a curb section, the guideposts were eliminated.

Item No. 33, Guardrails
Bid amount - 5,500 lineal feet
Estimated final amount - 5,302 lineal feet
Underrun - 3.6%

Item No. 34, Rail End Pieces
Bid amount - 30
Final amount - 14
Underrun - 53%

Item No. 35, Extra Guardrail Posts
Bid amount - 80
Final amount - 54
Underrun - 32.5%

The underruns on the three previous items were primarily due to eliminating short sections of guardrail in several areas where the fills were widened with the excess excavation material.

Item No. 38, Structural Excavation
Bid amount - 850 CY
Planned amount - 1,175.56 CY
Overrun - 38.3%

(more)

Apparently a station error occurred when the original bridge location survey was made. It was necessary to move the structure about 40 feet back on line in order to fit the road location. The ground elevation in the correct location was higher than that shown on the original survey which resulted in the overrun.

Item No. 39, Structural Excavation Below Grade
Bid amount - 90 CY
Estimated final amount - 36.3 CY
Underrun - 59.7%

Good foundation material was encountered which eliminated the need for structural excavation below grade.

RECEIVED
OCT 19 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 19 1967
FOR
F-182(4)
6959

3 b (3)

September 19, 1967

Oregon State Highway Commission

Gentlemen:

An overrun of the project authorization is anticipated on Contract No. 6959, the grading, oiling, and structures project on the Fall Creek-Mt. Vernon Section of the Pendleton-John Day Highway in Grant County. Steelman-Duff, Inc., of Portland is the contractor.

This is a Federal-aid primary project for which the original authorization was $641,722.50. While the project was still in progress, this amount was increased to $753,122.76 by your action on June 6, 1967. The final anticipated cost is $805,419.18, indicating an additional overrun of $52,296.42 or 6.94 percent.

The first overrun was caused primarily by slide correction work. The first request was prepared when the contract was 66 percent complete. The extra work anticipated then was completed on June 16, 1967, within the estimated cost.

Additional slide problems subsequently developed and required further unloading through a cut by benching to attain stability. This second overrun represents the additional slide correction work which was necessary to satisfactorily complete the project. The project was completed August 28, 1967.

This request for an additional authorization will be on the agenda for the October 31 meeting and your approval is recommended.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
V. D. Wolfe
C. H. Maison
A. F. Parson
F. D. Morgan
L. H. Young

JAB:ss kf

FORM E-20 80M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 11, 1967

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
B U I L D I N G

SUBJECT: Overrun of Project Authorization
Fall Creek-Mt. Vernon Section
Pendleton-John Day Highway
Contract 6959

Attached is a report on an expected overrun of the project authorization on the subject contract. This project for grading, oiling and structures is under contract to Steelman-Duff, Inc. of Portland.

The original project authorization was $641,722.50 This was increased to $753,122.76 by Commission action taken June 8, 1967, while the project still was in progress. The final anticipated cost is $805,419.18, indicating an additional overrun of $52,296.42 or 6.94%.

The first overrun was caused mainly by slide correction (cut slope stabilization) work. The report of this overrun was prepared on May 9, 1967. At that time the grading on the project was approximately 94% complete and the overall contract was 66% complete. The slide work covered by the first overrun was completed June 16, 1967. At that time the estimated final cost of the contract was only $2,000.00 above the amount approved by the Commission on June 8. The contract at that time was approximately 79% completed.

Additional slide problems subsequently developed. Rotational movement in a re-sloped cut heaved the roadway. The cut slope had to be unloaded further by constructing a bench through the upper part of the slope for several hundred feet of length. This second overrun represents the additional slope correction work which was necessary to satisfactorily complete the project. The project was completed on August 28, 1967.

It is recommended that the project authorization by increased by $52,296.42. A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan,
Construction Engineer

By John A. Bond

John A. Bond,
Staff Assistant

JAB-DES:nn
Encs.
cc: L. H. Young

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SEP 13 1967
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STATE HIGHWAY ENGINEER

STATE COPY

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. ROBINSON, MEMBER
WALLOWA
DAVID B. SIMPSON, MEMBER
PORTLAND
Fred W. Hill, Member
Helix

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SEP 29 1967
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F-182(4)
6959

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 1, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N.E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on August 25, 1967, on Contract No. 6959, Fall Creek-Mt. Vernon Section, in Grant County, in connection with Federal-Aid Project No. F-182(4).

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Young 9-28-67

Bureau of Public Roads
Oregon Division Office Endorsement Date: 9-21-67

Conditions noted on above date:

None

RAN:

A. W. Parsons
Division Engineer

cc: Forrest Cooper
L. H. Young

By: [signature]

RECEIVED
SEP 28 1967
OFFICE OF
STATE

F-182(4)

Form E-378 (Rev. 10-66)

C

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project Fall Creek-Mt. Vernon Date August 16, 1967

Highway Pendleton-John Day Contract No. 6959

County Grant Kind of Work Grade, Oil Structures Contractor Steelman-Duff, Inc.

	Original Auth.	As Authorized by Hwy. Comm. June 8, 1967	Estimated
Contract Amount	$541,420.00	$531,007.90	$526,710.42
Anticipated Items	29,000.00	24,145.44	24,173.53
Contingency (4½%)	25,668.90	128,169.79	184,735.60
Engineering	45,633.60	69,799.63	69,799.63
Credits	- - -	- - -	- -
PROJECT COST	$641,722.50	$753,122.76	$805,419.18

APPROVED BY STATE HIGHWAY COMMISSION
DATE 10-31-67

NET INCREASE $ 52,296.42 or 6.94%

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)	Expected Amount	Net Change
(U) SFO No. 5 Construct Conc. Diversion Box	$ 475.00	$ + 475.00*
(U) SFO No. 6 Striping	347.00	+ 347.00
(U) EWO No. 2 Flatten Slopes	51,428.79	+ 51,428.79*
(U) EWO No. 4 Re-establish Irrigation Facilities	2,809.45	+ 2,809.45*
(U) EWO No. 5 Loose Rip-rap	573.29	+ 573.29*
(U) EWO No. 6 Slide Correction	112,707.29	+112,707.29**
(U) EWO No. 8 Remove & re-install guardrail ends	300.00	+ 300.00
(U) PA No. 3 Furn. & Inst. Add'n guardrail posts & anchor bolts	4,682.86	+ 4,682.87*
(U) PA No. 4 General Exc. & loose rip-rap	8,227.42	+ 8,227.42*
(U) PA No. 5 Furn. & Inst. drain pipe	317.70	+ 317.70
(U) PA No. 6 Furn. & place add'n Conc. & Reinf. Steel in Br.	295.43	+ 295.43
(U) PA No. 7 Cement Adjustment	--0--	--0--
(U) PA No. 8 Purchase excess culv.,fence & guardrail materials	2,571.37	+ 2,571.37

* Covered under previous overrun ** $51,433.92 covered under previous overrun

Principal reasons for overruns (Continue on reverse side): Slide correction work in excess of what was anticipated at time of previous overrun.

[illegible] report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project [illegible] by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by /s/ M. M. STUMP
Resident Engineer

Noted by [signature]
for Construction or Bridge Engineer

Confirmed by /s/ ALFRED SHIRLEY, JR.
Asst. Division Engineer

Noted by [signature]
[illegible] State Highway Engineer

SP*25760-T36

F-182(4)

Form B-[illegible]

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Contingent upon modification of project agreement if additional funds are required.
Date AUG 8 1967 By [signature]
Title Div. Engineer
U.S. Bureau of Public Roads

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Fall Cr.-Mt. Vernon — Date August 3, 19 67

Highway Pendleton-John Day — Contract No. 6959

County Grant — Prefix 12-1042

Contractor Steelman-Duff, Inc. — F. A. Project No. F-182(4)

Address 1411 N.E. Columbia Blvd., Portland, Oregon 97211 — Order No. 8

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Remove and Reinstall Guard Rail Posts at Terminals.

Maximum equipment rental rates as per A.G.C.-State agreement. Percentage to be allowed contractor is in accordance with the executed contract for this project.

Location by station numbers:

469+50 Lt.
497+50 Lt.

Estimate of quantities and cost:

Labor	$ 160.87
Equipment	100.00
Contractor's Allowance 15%	39.13

NOTED
F. B. KLABOE

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Standard Specifications for Highway construction, section 731, shall apply. This work necessary due to change in rail terminals.

This work has not been started.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 753,122.76	Space to right of this line is for use of Salem Office
Present estimate of project cost, including $ 300.00 for work under this order	$ 795,022.54	
Expected ~~over-run~~ amount	$ 41,899.78	
Expected ~~over-run~~ per cent	+5.56%	

Submitted by: /s/ M. M. Stump, Resident Engineer

Approval Recommended: /s/ John A. Bond for, Construction Engineer or ~~Bridge~~ Engineer

Approval Recommended: /s/ Alfred Shirley Jr., Division Engineer

Approved: /s/ L. H. Young, ~~Deputy~~ State Highway Engineer or ~~Assistant~~ Office Engineer

SP-[illegible]-731

MRUNG R-32-C

Form E-208—5M

6

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date APR 25 1967, DE Martin
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name Fall Cr. - Mt. Vernon Date June 22, 19 67

Highway Pendleton - John Day Contract No. 6959

County Grant Prefix 12-1042

Contractor Steelman - Duff, Inc. F. A. Project No. F-182(4)

Address 1411 N.E. Columbis Blvd. Portland, Oregon 97211 Order No. 6 Supplement No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Slide Correction

Maximum equipment rental rates as per A.G.C. - State agreement. Percentage to be allowed contractor is in accordance with the executed contract for this project.

Location by station numbers:

Station 421+00-425+00.

NOTED
F. B. KLABOE

Estimate of quantities and cost:

Estimated cost to date	$ 80,224.00	Labor	= $ 8,790.00
Estimated cost to complete	28,750.00	Equipment	= 26,370.00
	$108,974.00	Contractors 15% Allowance	5,274.00
Previous authorization	68,540.00		$ 40,434.00
Amount of this order	$ 40,434.00		

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Standard Specifications for Highway Construction, Section 102 shall apply. This work necessary to prevent further sliding of material. This work will be outside of the original staked sections. Included in this order is the cost of reshaping of the sub-grade to blue top grade and the cost of removing forming lumber for bridge No. 9660 that is stored in the area. This work has not be started.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$ 753,122.76	
Present estimate of project cost, including $40,434.00 for work under this order	$ 812,734.46	
Expected over-run amount	$ 40,434.00	
Expected over-run per cent	+ 5.36%	

Submitted by: /s/ M. M. Stump, Resident Engineer Approval Recommended: /s/ John A. Bond for Construction Engineer or [redacted]

Approval Recommended: /s/ Alfred Shirley Jr., Asst. Division Engineer Approved: /s/ L. H. Young, [redacted] Office Engineer.

23577-784

Young 7-5-67

June 20, 1967

Accounting Division
Highway Department
Salem, Oregon

RE: Fall Creek - Mt. Vernon Job
Steelman - Duff, General Contractor

Gentlemen:

Attached please find an affidavit supporting this request for a certified copy of the contract and bond in the Fall Creek-Mt. Vernon job let by the State of Oregon during December of 1966 to Steelman-Duff.

This request is made pursuant to ORS 279.512. May we hear from you.

Very truly yours,

Roger J. Channing

957 N.E. 122nd #105
Portland, Ore.

Clc please handle
JG

REFERRED TO
Kahler
C. H. MAISON, Auditor

NOTED
C. W. HEAD

A F F I D A V I T

STATE OF OREGON)
) ss.
County of Multnomah)

I, Roger J. Channing, being first duly sworn, depose and say:

That I have supplied labor for the prosecution of the work provided for in that certain contract called the Fall Creek - Mt. Vernon job let by the State of Oregon during December, 1966, to Steelman-Duff, Inc., and I have not been paid for said work, except for the sum of $ [illegible] and there is still the sum of $ 4022.23 due and owing.

Roger J. Channing

SUBSCRIBED AND SWORN to before me this 22 day of June, 1967.

NOTARY PUBLIC FOR OREGON
My Commission Expires: 1-2-68

RECEIVED
JUN 22 1967
FOR FILING

6959

1723

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 20, 1967

SUBJECT: Material Source at Mt. Vernon
Assignment No. 1723-FBK

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

A gravel source adjacent to the John Day River and lying partly within the city limits of Mt. Vernon was set up as a prospective source on both the Fall Creek-Mt. Vernon project, contract no. 6959 held by Steelman Duff, Inc., and on the Little Beech Creek-Fall Creek Section, contract no. 6979, held by Page Paving Company. The same source is also offered as a prospective source for the Mt. Vernon (Ingle Cr. Rd.) city street project on which bids are to be opened June 22. Special provisions on the last two projects refer to the fact that the material source was offered on other projects. Copies of site maps and pertinent special provisions are attached. Quantities of rock involved are estimated as follows:

Fall Creek-Mt. Vernon	56,000 c.y.
Little Beech Creek-Fall Creek	66,000 c.y.
Mt. Vernon (Ingle Cr. Rd.)	5,500 c.y.

Steelman Duff requested permission to crush enough extra material to do the upcoming Mt. Vernon job. Permission to do this was granted by the Division Office verbally. The additional rock has been crushed and is in the same piles as the Fall Creek-Mt. Vernon materials on private property adjacent to our gravel source. The Fall Creek-Mt. Vernon base rock is about all on the road with only 4 to 5 thousand yards to go.

The Resident Engineer advises that Page Paving is considering a private material source which is located nearer the job. Samples from it are on their way to the Lab today for checking.

The Mt. Vernon gravel source is limited and our field people are of the opinion there may not be enough of the better rock available to do the Page Project.

As of today there are 5 plan holders for the Mt. Vernon project including Page and Steelman-Duff. None have contacted the Resident Engineer. We are contacting Steelman-Duff to advise that the rock is still owned by the State and to negotiate a price agreement to reimburse them for their production cost with some arrangement for stockpile site control.

F. D. Morgan
Construction Engineer

By: John A. Bond
John A. Bond
Staff Assistant

JAB:ss

T.13S,R30E.W.M.

20 21
29 28

John Day Hwy.

MT. VERNON

City Limits

Eagle Crest Road

MATERIAL SOURCE

Stockpile Site "A"

oil rock

1½ D

IR-5-437

28

JOHN DAY RIVER

MATERIAL SOURCE

Scale 0 400 800 Feet

Sec.31, T.12 S., R31E.W.M.

Point of Beginning
Sta. 120+33.3

MATERIAL SOURCE

PENDLETON - JOHN DAY HIGHWAY

IR-1-668

Sta. 131+08.4

John Day Approximately

MATERIAL SOURCE

Scale 0 200 400 Feet

Beg. of Project 254+72

LITTLE BEECH CR. - FALL CR.
#6979

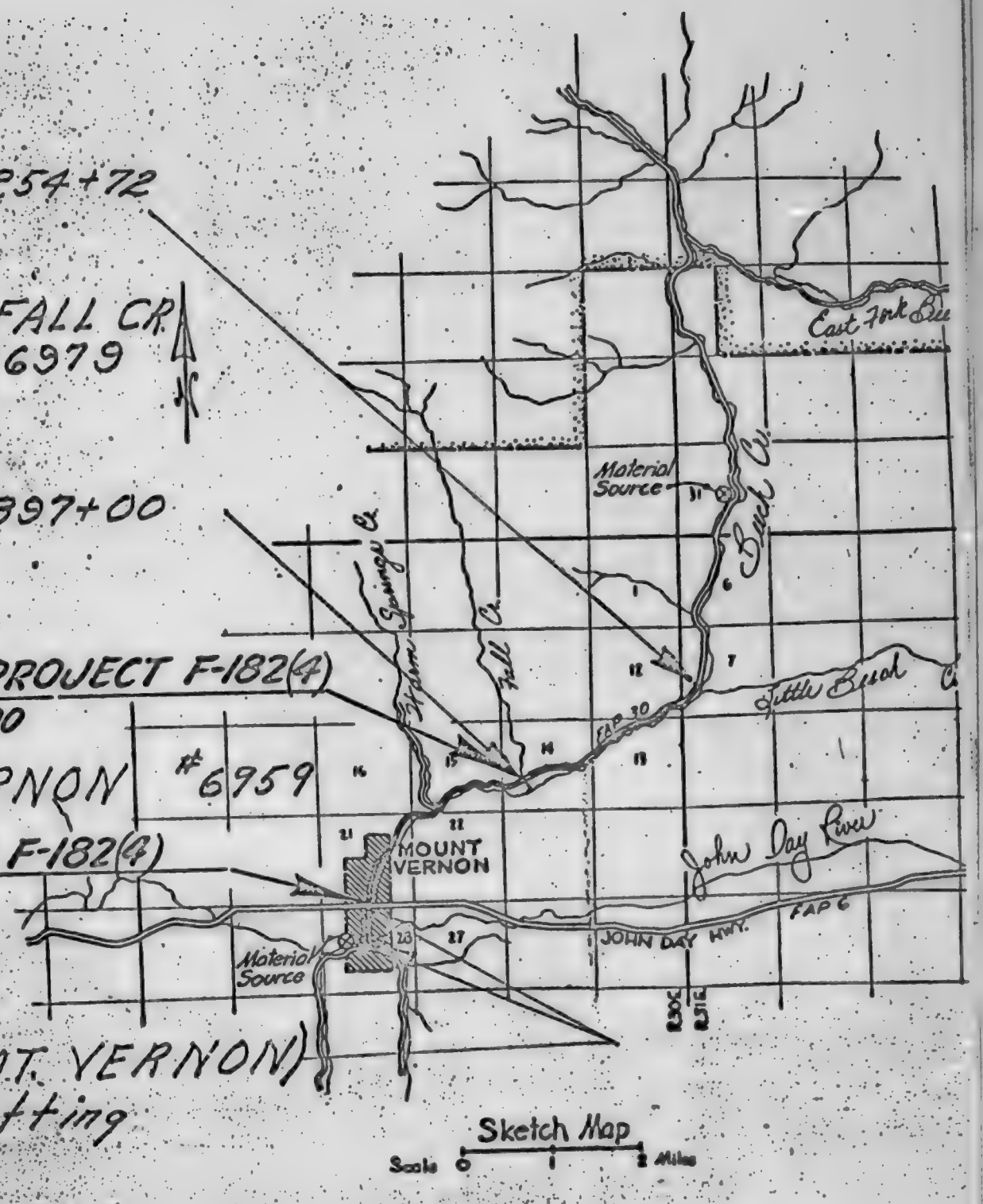
End of Project 397+00

BEGINNING OF PROJECT F-182(4)
STA. 397+00

FALL CR. - MT. VERNON
#6959

END OF PROJECT F-182(4)
STA. 530+10.89

INGLE CR. Rd. (MT. VERNON)
June Letting



Fall Creek-Mt. Vernon Section #6959

SECTION 6 - CONTROL OF MATERIALS

6-2 Materials Sources

Prospective sources of materials in the vicinity of the work which may warrant investigation and consideration for use by the contractor on this project may include, but are not necessarily limited to, the following:

Riprap, Stone Base and Oiling Aggregates

1. A State-controlled material source located adjacent to the Pendleton-John Day Highway at Station 125, which station is approximately 9 miles northerly from Mt. Vernon.

Stone Base and Oiling Aggregates

2. A State-controlled material source located along the John Day River approximately 0.4 mile southerly from Mt. Vernon.

Stelzman-Dutt 56,000 c.y.

Little Beech Creek-Fall Creek Section #6979

SECTION 6 - CONTROL OF MATERIALS

6-2 Materials Sources

Prospective sources of materials in the vicinity of the work which may warrant investigation and consideration for use by the contractor on this project may include, but are not necessarily limited to, the following:

Riprap, Stone Base, Oiling Aggregates and Stockpile Materials

1. A State-controlled material source located adjacent to the Pendleton-John Day Highway at Station 125, which station is approximately 9 miles northerly from Mt. Vernon.

Pigg ~~Glenn~~ c.y. 66,000

Stone Base, Oiling Aggregates and Stockpile Materials

2. A State-controlled material source located along the John Day River approximately 0.4 mile southerly from Mt. Vernon.

The contractor, is he elects to use either of the above-listed sources, is hereby advised that these sources have been made available as sources of materials for the Fall Creek-Mt. Vernon Project. It shall be understood that the contractor on the said project shall have prior rights to the use of said sources, and that the contractor on this project, if he elects to use either of these sources, shall conduct his operations in said sources in such a manner as will not in any way interfere with the operations in and use of said sources by the contractor on the Fall Creek-Mt. Vernon Project.

Mt. Vernon (Ingle Cr. Rd.) Section June Letting

SECTION 6 - CONTROL OF MATERIALS

6-2 Material Source

A prospective source of materials in the vicinity of the work which may warrant investigation and consideration for use by the contractor on this project may include, but is not necessarily limited to, the following:

A State-controlled material source located along the John Day River approximately 1/4 mile west of Ingle Cr. Rd. at Station 21+88.5.

The contractor, if he elects to use the above-listed source, is hereby advised that this source has been made available as a source of materials for the Fall Creek-Mt. Vernon, and Little Beech Creek-Fall Creek Projects. It shall be understood that the contractor on the said projects shall have prior rights to the use of said source, and that the contractor on this project, if he elects to use this source, shall conduct his operations in said source in such a manner as will not in any way interfere with the operations in and use of said source by either of the contractors on the Fall Creek-Mt. Vernon or the Little Beech Creek-Fall Creek Projects.

Stone Base 4,450 cu.yds.

For _____ per cu.yd.

3/4" - 0 Material in Base 780 cu.yds.

For _____ per cu.yd.

Aggregates in Asphalt Macadam 280 cu.yds.

For _____ per cu.yd.

Total 5510 Cu-Yd.

REFERRED TO
admin
BY SECRETARY

REFERRED TO
klabon
BY DEPUTY STATE HIGHWAY ENGINEER

June 13, 1967

M.M. Stump, Resident Engineer
Oregon State Highway Department
231 East Main St.
John Day, Oregon 97845

Re: Little Beech Cr.-Fall Cr. Section
O.S.H. Contract No. 6979

Dear Sir:

As you know, we plan to crush for the above project from the State pit near Mt. Vernon along the John Day River. This is the same pit made available to the contractor on the Fall Creek-Mt. Vernon project. We have been advised this contractor finished crushing for the Fall Creek-Mt. Vernon project some time ago.

Your office and the Division office know that a possible shortage of gravel may exist for completion of both projects, namely the Fall Creek-Mt. Vernon Section and the Little Beech Creek-Fall Creek Section.

A new problem has arisen to add to the original shortage problem. The State, through your office and the Division office, has confirmed that you have allowed the original crushing subcontractor to remain and crush additional material in anticipation of use by others on the Mt. Vernon (Ingle Cr. Rd.) to be bid June 22nd. Not only does this jeapordize the availability of material for our contract it is grossly unfair to the other contractors bidding the above project.

You are consequently notified that we will hold the State responsible for any existing shortages of gravel together with costs and damages resulting from same. Any removal of materials from this pit prior to our completion of our project will be considered an act of the State.

Very truly yours,

PAGE PAVING COMPANY

Emerson B. Page,
President

EBP:bh
CC: A.F. Parson, Div. Eng.

Copy-Oregon State Highway Commission

RECEIVED
JUN 14 1967
OREGON
STATE HIGHWAY COMMISSION

Form E-209—SM 4

STATE COPY

OREGON STATE HIGHWAY DEPARTME

Order for Extra Work

APR 25 1967

G 1-P

T. Dan

U.S. P

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Fall Cr.-Mt. Vernon — Date June 1, 1967

Highway Pendleton-John Day — Contract No. 6959

County Grant — Prefix 12-1042

Contractor Steelman-Duff, Inc. — F. A. Project No. F-182(4)

Address 1411 N.E. Columbia Blvd., Portland, Oregon 97211 — Order No. 6 Supplement #1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Slide Correction

Maximum equipment rental rates as per A.G.C. - State agreement. Percentage to be allowed contractor is in accordance with the executed contract for this project.

Location by station numbers:

Station: 421+00 - 425+00
Station: 413+50 - 415+50

Estimate of quantities and cost:

Estimated Cost to Date - - -	$49,040.00
Estimated Cost to Complete -	19,500.00
	$68,540.00
Previous Authorization - - -	49,680.00
Amount of this Order - - - -	$18,860.00

Labor - - - - - - - - - - - - - -	$ 3,400.00
Equipment - - - - - - - - - - -	13,000.00
Contractor's Allowance 15% -	2,460.00
Total - - -	$18,860.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Standard Specifications for Highway Construction, Section 102 shall apply. This work necessary to prevent further erosion of material. The removal of the existing Type II fence and minor clearing is included in this order. This work will be outside of the original staked sections. This work has been started. Prior approval was obtained from Division Office 5/31/67.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$753,122.76	
Present estimate of project cost, including $18,860.00 for work under this order	$772,300.46	
Expected under-run / over-run amount	$	
Expected under-run / over-run per cent		

Submitted by: /s/ M. M. Stump — Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Alfred Shirley, Jr. Asst. Division Engineer

Approved: /s/ L. H. Young Design Engineer, Materials & Research Engineer or Office Engineer.

NOTED
T. B. Arthur

SP*23577-734

Year-O 6-20-67

PERMIT
MAY 24 1967
FOR FILING

Fred W. Hill, Member

Heliz F-182(4)
6/59

May 22, 1967

Oregon State Highway Commission

Gentlemen:

An overrun of the project authorization on Contract No. 6959 for grading, oiling, and structures on the Fall Creek-Mt. Vernon section of the Pendleton-John Day Highway in Grant County is anticipated. Steelman-Duff, Inc. of Portland is the contractor.

The original project authorization was $641,722.50. The present anticipated cost is $753,122.76, indicating an overrun of $111,400.26 or 17.36 percent. This is a Federal-aid Primary project.

The overrun is caused by the necessity to flatten out slopes to prevent and correct slides. It was found after the job was started that the planned slide slopes were too steep.

This request for additional authorization will be presented at the June 8 meeting and your approval is recommended.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
A. F. Parson

DES:nn RLP:ms fn

FORM S-80 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

May 15, 1967
Salem, Oregon

SUBJECT: Overrun of Project Authorization
Fall Creek-Mt. Vernon Section
Pendleton-John Day Highway
Contract 6959

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
B U I L D I N G

Attached is a report on an expected overrun of the project authorization on the subject contract. This project for grading, oiling and structures is under contract to Steelman-Duff, Inc. of Portland.

The original project authorization was $641,722.50. The present anticipated cost is $753,122.76 indicating an overrun of $111,400.26 or 17.36%.

The major reasons for this overrun are due to extra work added to the contract to flatten cut slopes and other slide correction work. After several of the cut sections were either partially or completely constructed, it was determined that the design back slopes were too steep. These cut slopes were flattened. Major slides also developed in these and other areas which necessitated correction. These two problems resulted in more than $100,000.00 of extra work.

An overrun in the engineering is also anticipated due to the necessity of extensive restaking to accomplish the corrective work discussed above.

It is recommended that the project authorization be increased by $111,400.26.

A rough draft of a letter to the Highway Commission is attached.

F. D. MORGAN,
Construction Engineer

By D. E. Swan
D. E. SWAN,
Staff Assistant

DES:nn
Enc.
cc: L. H. Young

RECEIVED
MAY 16 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-372 (Rev. 10-66)

F-182(4)

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project FALL CREEK-MT. VERNON Date May 9, 1967

Highway Pendleton-John Day Contract No. 6959

County Grant Kind of Work Grade, Oil, Structures Contractor Steelman-Duff, Inc.

	Authorized	Estimated
Contract Amount	541,420.00	531,007.90
Anticipated Items	29,000.00	24,145.44
Contingency (4½%)	25,668.90	128,169.79
Engineering	45,633.60	69,799.63
Credits	- - -	- - -
PROJECT COST	641,722.50	753,122.76

NET INCREASE $ +111,400.26 or 17.36%

STATE HIGHWAY COMMISSION APPROVED BY DATE 6-8-67

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)	Expected Amount	Net Change
(C) Bid item 16 Detour surfacing	0	-11,775.00
(C) Misc. minor underruns and overruns (algebraic total)		+ 1,362.90
(A) Misc. minor underruns and overruns (algebraic total)		- 4,854.56
(U) SFO No. 5 Construct Conc. Diversion Box		+ 475.00
(U) EWO No. 2 Flatten slopes		+51,433.92
(U) EWO No. 4 Re-establish Irrigation Facilities		+ 943.00
(U) PA No. 3 Furnish & Install Additional Guard Rail Posts & Anchor Bolts		+ 4,682.86
(U) PA No. 4 General Excavation & Loose Riprap		+ 8,297.00
(U) EWO No. 5 Loose Riprap		+ 575.00
(U) EWO No. 6 Slide Correction		+49,680.00
(U) Allowance for Future Contingencies		+12,083.01

Principal reasons for overruns (Continue on reverse side): Cut slopes flattened to control slide problems and slide correction work.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by /s/ M. M. STUMP
Resident Engineer

Noted by _____
for Construction or Bridge Engineer

Confirmed by /s/ H. S. COULTER
Asst. Division Engineer

Noted by _____
Assistant Deputy or State Highway Engineer

SP*23769-724

DISCARD
NOV 5 = 1967

FOR FILING

F-182 (4)

6-7-7

May 4, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Re: Grant of Access
R/W File 39928 - Smith
Fall Creek-Mt. Vernon Section
Pendleton-John Day Highway
Project No. F-182(4)

Dear Sir:

When right-of-way was acquired for the subject project in Grant County, we controlled the access, granting access points at specific locations for use of the adjacent property owners. Our deed for this property granted one access point. The property owner owns some 350 feet of highway frontage within the city of Mt. Vernon. Other adjacent properties have accesses averaging one per 100 feet of highway frontage.

Right-of-way on this section of highway was acquired without Federal participation. The project is being constructed under Project No. F-182(4). The project is in an active state.

Attached in triplicate are copies of Sheet No. 7 of the construction plans for this project. Location of the point of access is shown on the plans. There will be no change in the right-of-way lines. Also attached in triplicate is an information sheet for the grants.

When this property was acquired in March, 1967, the affected property owners generally were provided with the same number of access points they had existing prior to our acquisition. Right-of-way on this section was acquired in a relatively short length of time due to the urgency of letting the contract. The two requested access points are on a curbed city street section within the city of Mt. Vernon. No additional right-of-way will be required for these accesses nor will speed change lanes be necessary.

Relinquishment of access control at these locations is not contrary to the public interest since, as noted above, these

accesses are within the curb limits of Mt. Vernon and their spacing does not exceed that of the other accesses existing in the area. These grants are to correct an oversight that was made during our right-of-way negotiations.

Attached are three prints of a sketch map showing the proposed access points. Your concurrence in these grants is requested. When approved, please return one signed copy of the information sheet.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Enclosures (map 9V-136)

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
D. H. Moehring
L. H. Young
A. F. Parson
J. F. Hagemann

DES:nn srb

INFORMATION FOR GRANT OR INDENTURE OF ACCESS

OFFICE USE ONLY
FA R/W Proj. No.
FA Const. Proj. No. F-182(4)

Date April24, 1967
File No. 39928
Section Fall Cr. - Mt. Vernon
Highway Pendleton-John Day
County Grant

1. Original Grantors: Herman R. & Josephine Smith

2. Present Owners: Herman R. & Josephine Smith

3. Address of Present Owners: P.O. Box 113 Mt. Vernon, Oregon

4. Are deed copies attached which will complete chain of title? No

5. Access Point to be Canceled:

Station	Side of Highway	Width	Use Restriction	Constructed?
None				

6. Access Point to be Granted:

Station	Side of Highway	Width	Use Restriction	Constructed?	
523+59	East	35'	Unrestricted	No	
524+56	East	35'	Unrestricted	No	Joint Usage

7. Reason for Change of Access: Overlooked during right of way negotiations.

8. Will change affect safety of use or highway traffic capacity? Explain. There will be no adverse affect on the movement of traffic.

9. Filing fee of $5 is enclosed -. Fee is waived X. Road Approach Permit is attached -.

10. State will construct Yes. Project under construction Estimate of cost and check in amount of $_____ attached hereto. Descriptions are attached covering additional right of way to be deeded by owner to the state _____.

RECOMMENDED:

M.M. Stump
D M S Resident Engineer

A. F. PARSON
Division Engineer

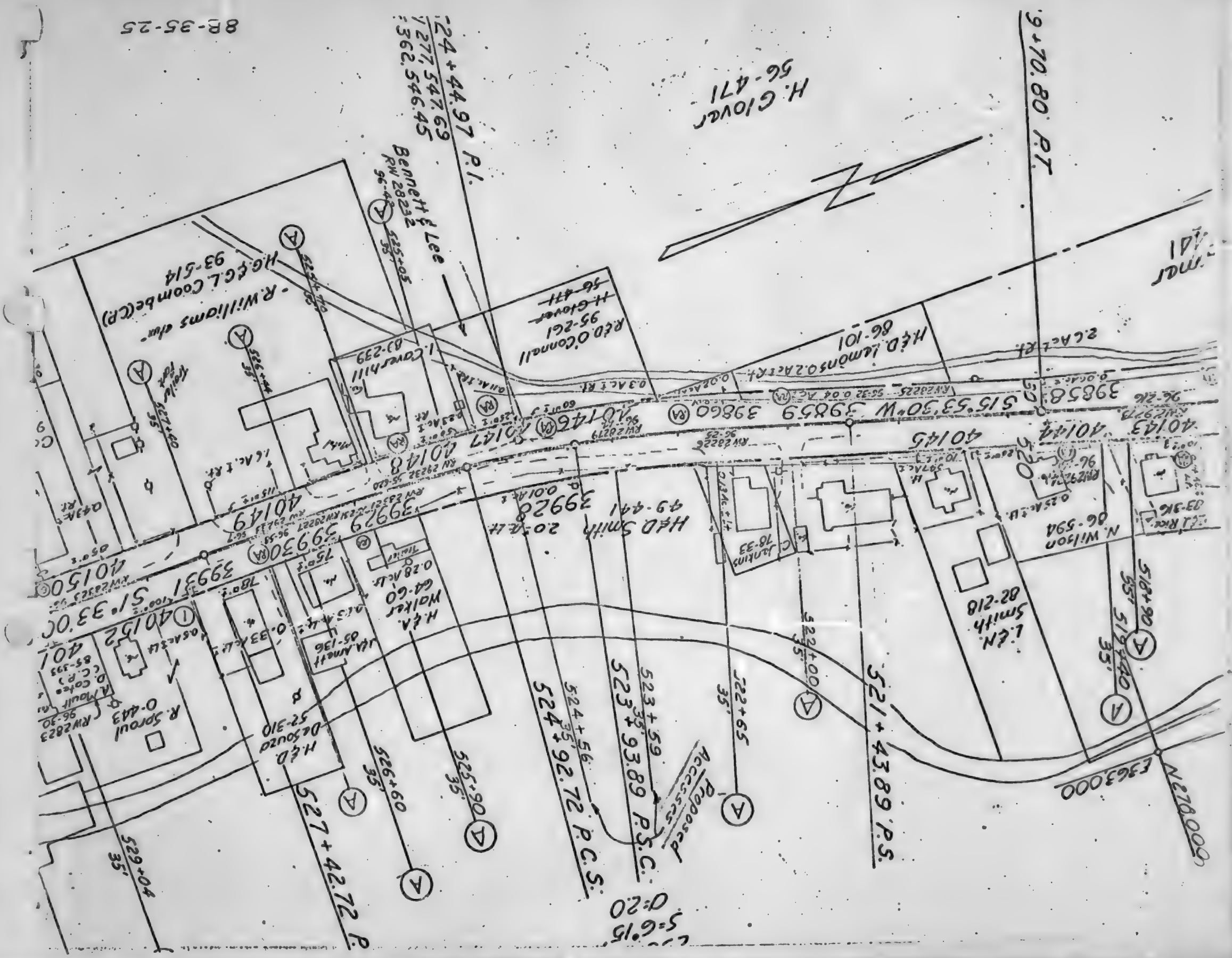
for Construction or Maintenance Engineer

APPROVED:

Asst. State Highway Engineer

Title:
BUREAU OF PUBLIC ROADS

Rev. 5/63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X 362,546.45
H. Glover
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9+70.80 P.T.
Bennett & Lee
RW 28232
96-48
1.Towers-hill
83-239
R.Williams et ux
H.G.&G.L. Coombe(CR)
93-514
R.to O'Connell
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RW28251 96-67

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 2, 1967

SUBJECT: Grant of Access
R/W File 39928-Smith
Fall Creek-Mt. Vernon Section
Pendleton-John Day Highway

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
B U I L D I N G

Attached is a grant of access information form pertaining to a request by Herman R. Smith for two new access points on the east side of the highway in Mt. Vernon. The request has been made to provide access to the owner's property.

Right of way for this section was acquired under a crash program. Consequently, all aspects of the acquisition and the needs and requirements of the property owners were not fully investigated. The applicant owns approximately 350 feet of frontage within the City of Mt. Vernon. This project is presently under construction and will be a curbed city street section. Adjacent properties average one access for approximately each 100 feet.

This matter was discussed with the Right of Way section. They advise that the appraisal for the property which we acquired was done on the short form with little opportunity for review. No payment was made for access control or restricting the number of accesses. We, therefore, recommend that reimbursement for present-day value for these two accesses be waived.

There is no public road affording highway land service to this property other than at the existing access. The proposed additional accesses do not constitute an added hazard to the traveling public. No additional right of way will be required for these accesses nor will speed change lanes be required.

This matter has been discussed with the Federal Highway Administration district and area engineers who have no objections to the proposal from an engineering standpoint. This request involves new accesses and, therefore, may require review beyond the local FHA office. Attached is a rough draft of a letter to the FHA requesting their concurrence.

Copies of the access information form, construction plans and sketch maps are attached for submission to the FHA. A copy of the

information form and a sketch map have been forwarded to the Right of Way section. Since these accesses, if approved, will be built during the current project, it is recommended that the filing fee be waived.

It is recommended that the grant be approved.

F. D. MORGAN,
Construction Engineer

By John A. Bond
JOHN A. BOND,
Staff Assistant

JAB-DES:nn
Encs.
cc: D. H. Moehring
A. F. Parson
J. F. Hagemann

RECEIVED
MAY 3 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-900—5M

5

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds C-1-P
Date APR 25 1967
Title Dist. Engineer
Bureau of Public Roads

Project Name Fall Cr.-Mt. Vernon — Date U.S.May 1, 1967

Highway Pendleton-John Day — Contract No. 6959

County Grant — Prefix 12-1042

Contractor Steelman-Duff, Inc. — F. A. Project No. F-182(4)

Address 1411 N.E. Columbia Blvd. Portland, Oregon 97211 — Order No. 6

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

SLIDE CORRECTION

Maximum equipment rental rates as per A.G.C. - State agreement. Percentage to be allowed contractor is in accordance with the executed contract for this project.

Location by station numbers:

Approximate station: 421+00 to 425+00

NOTED
F. B. KLABOE

Estimate of quantities and cost:

Labor	$ 7,200.00
Equipment	36,000.00
Contractor's allowance 15%	6,480.00
Total	$49,680.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Standard Specifications for Highway Construction, Section 102 shall apply. This work necessary to correct sliding of material. Prior approval received from Division Office 4-27-67.

This work has been started (5-1-67).

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$641,722.50
Present estimate of project cost, including $ 49,680.00 for work under this order	$723,997.48
Expected over-run amount	$ 82,274.98
Expected over-run per cent	+ 12.82%

Space to right of this line is for use of Salem Office

Submitted by: /s/ M. M. Stump
M.M. Stump — Resident Engineer

Approval Recommended: /s/ John A. Bond
Construction Engineer & Bridge Engineer

Approval Recommended: /s/ Alfred Shirley Jr.
Asst. Division Engineer

Approved: /s/ L.H. Young
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

SP*23577-734

Young 5-17-67

RECEIVED
APR 20 1967
HIGHWAY ENGINEER

SP 23657-734

F-18-(4)
6-1-1

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 18, 1967

SUBJECT: Fall Creek-Mt. Vernon Section
Pendleton-John Day Highway
Grant County

To:

Mr. A. F. Parson
Division Engineer
State Highway Department
P. O. Box 850
LaGrande, Oregon 97850

Mr. John Walker recently called our attention to a problem cut area around Station 430 and suggested a line shift to ease the problem.

Enclosed please find a map, a coordinate sheet and a three-line profile for a line shift we are proposing to help this problem. Since we have no cross sections in this area, we are unable to see what effect this line shift might have on the existing creek.

We are sending this to you so that it can be incorporated into the job if a field check proves it is feasible.

Since Federal funds are involved in this project, this revision must be coordinated with the Bureau of Public Roads.

F. D. Morgan
Construction Engineer

By Donald L. Trout
Donald L. Trout
Rural Engineer

DLT:fw
Enc.
cc F. B. Klaboe

Form E-308—6M

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

APPROVED
Contingent upon modification of project C-1 P
funds are i
Date APR 1967 [signature]
Title Dist. Engineer
U.S. Bureau of Public Roads

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Fall Cr.-Mt. Vernon Date April 7, 1967

Highway Pendleton-John Day Contract No. 6959

County Grant Prefix 12-1042

Contractor Steelman-Duff, Inc. F. A. Project No. F-182(4)

Address 1411 N. E. Columbia Blvd., Portland, Ore. 97211 Order No. 5

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Place loose riprap on left side of channel change.

Location by station numbers:

Station 412+50

NOTE
F. B. KLABOE

Estimate of quantities and cost:

Labor	$100.00
Equipment	400.00
Contractor's Allowance 15%	75.00
Total	$575.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Supplemental Standard Specifications Article 415-2.1 - 3.8 and 4.8 Loose Riprap shall apply. This Order necessary to cover additional cost of loader in placing of material across stream on channel change slopes and under bridge. This work has not been started, prior approval received through Division Office 4/7/67.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$641,722.50
Present estimate of project cost, including $575.00 for work under this order	$672,293.68
Expected over-run amount	$ 30,571.18
Expected over-run per cent	4.76%

Space to right of this line is for use of Salem Office

Submitted by: /s/ M. M. Stump
M. M. Stump
Resident Engineer

Approval Recommended: /s/ John A. Bond for
Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Alfred Shirley
Division Engineer

Approved: /s/ L. H. Young
Office Engineer.

SP*8881-734

Young 5-17-67

Form E-206—5M

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

APPROVED
Contingent upon modification of project agreement if additional funds are [illegible] G-1-F
Date MAR 24 1967 Title Dist. Engineer
U.S. Bureau of Public Roads

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Fall Creek-Mt. Vernon Date March 21, 1967

Highway Pendleton-John Day Contract No. 6959

County Grant Prefix 12-1042

Contractor Stoelman-Duff, Inc. F. A. Project No. F-182(4)

Address 1411 N.E. Columbia Blvd., Portland, Oregon 97211 Order No. 4 Supplement No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:
RE-ESTABLISH IRRIGATION FACILITIES:

Maximum equipment rental rates as per A.G.C.-State agreement. Percentage to be allowed contractor in accordance with the executed contract for this project.

Location by station numbers:
Approximate Stations: 517±
520±

NOTE: F. B. KLABO

Estimate of quantities and cost:

Labor	$ 50.00
Material	470.00
Contractors Allowance 15%	78.00
Total =	$ 598.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
Standard Specifications for Highway Construction, Section 460 & 710 shall apply. The additional cost for re-establishing irrigation facilities, due to lowering of grade to better fit the abutting properties. This work necessary to satisfy Right of Way Agreements and as shown on the plans as extra work. This work has not been started.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 641,722.50
Present estimate of project cost, including $ 598.00 for work under this order	$ 693,590.50
Expected over-run amount	$ 51,868.00
Expected over-run per cent	8.08

Space to right of this line is for use of Salem Office

Submitted by: /s/ M. M. Stump
M. M. Stump Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer

Approval Recommended: /s/ Alfred Shirley Jr.
Asst. Division Engineer

Approved: /s/ L. H. Young
Office Engineer.

SP-6891-734

Young 4-19-67

Form F-300—8M

4/

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Contingent upon modification of project agreement if additional funds are required.
Dated 1967 [illegible]
[illegible] Engineer
U.S. Bureau of Public Roads

Project Name Fall Cr.-Mt. Vernon Date March 27, 19 67

Highway Pendleton-John Day Contract No. 6959

County Grant Prefix 12-1042

Contractor Steelman-Duff, Inc. F. A. Project No. F-182(4)

Address 1411 N.E. Columbia Blvd., Portland, Oregon 97211 Order No. 2 Supplement #2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: FLATTEN SLOPES OUTSIDE THE ORIGINAL STAKED SECTIONS: Move material to prevent further slippage and the disposal of same.

Maximum equipment rental rates as per A.C.C. - State Agreement. Percentage to be allowed contractor is in accordance with the executed contract for this project.

Location by station numbers:

Station: 427+00 to 431+00
416+00 to 420+00
420+50 to 425+50

NOTED
F. B. KLAGGE

Estimate of quantities and cost:

Estimated Cost to Date - - - -	$ 32,490.00
Estimated Cost to Complete - -	13,567.50
	46,057.50
Previous Authorization - - - -	26,967.50
Amount of this Order - - - - -	$ 19,090.00

Labor	- $ 3,500.00
Equipment	- 13,100.00
Contractors Allow. 15%	- 2,490.00
Total	= $ 19,090.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
Standard Specifications for Highway Construction, Section 102 shall apply. This work necessary to prevent further sliding of material. The flattening of slopes will be outside the original staked sections. This work has been started.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$641,722.50
Present estimate of project cost, including $ 19,090.00 for work under this order	$687,355.50
Expected ~~under-run~~ over-run amount	$ 45,633.00
Expected ~~Under-Run~~ over-run per cent	+7.11

Space to right of this line is for use of Salem Office

Submitted by: /s/ M. M. Stump, Resident Engineer

Approval Recommended: /s/ G. L. Decker, Asst. Construction Engineer or [illegible]

Approval Recommended: /s/ Alfred Shirley Jr., Asst. Division Engineer

Approved /s/ L. H. Young, [illegible] State Highway Engineer or Office Engineer.

State Printing

Form B-202—66A 4

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date 4-24, 1967 By J-P [signature]
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name Fall Creek-Mt. Vernon — Date March 21, 1967
Highway Pendleton-John Day — Contract No. 6959
County Grant — Prefix 12-1042
Contractor Steelman-Duff, Inc. — F. A. Project No. F-182(4)
Address 1411 N.E. Columbia Blvd., Portland, Oregon 97211 — Order No. 4

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Relocate Irrigation Facilities: Maximum equipment rental rates as per A.G.C. - State agreement. Percentage to be allowed contractor in accordance with the executed contract for this project.

NOTE
F. B. KLABO

Location by station numbers:

Approximate Stations: 513+35 Rt.
520+30 Lt.

Estimate of quantities and cost:

Labor	$100.00
Material	150.00
Equipment Rent	50.00
Contractor's Allowance 15%	45.00
Total	$345.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Standard Specifications for Highway Construction, Section 460 & 710 shall apply. This work necessary to satisfy Right of Way agreement and as shown on the plans as extra work. This work has not been started.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$641,722.50
Present estimate of project cost, including $345.00 for work under this order	$641,722.50
Expected under-run / over-run amount	$-0-
Expected under-run / over-run per cent	-0-

Space to right of this line is for use of Salem Office

Submitted by: /s/ M. M. Stump
M.M.Stump — Resident Engineer

Approval Recommended: /s/ John A. Bond for — Construction Engineer or [illegible]

Approval Recommended: /s/ Alfred Shirley, Jr. Asst. — Division Engineer

Approved /s/ L. H. Young — [illegible] Office Engineer.

State Printing [illegible] 4-18-67

Form E-306—4M

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

3

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date FEB 8 1967 By [signature]
Dist. Engineer
U.S. Bureau of Public Roads

Project Name Fall Cr. - Mt. Vernon — Date March 9, 1967

Highway Pendleton - John Day — Contract No. 6959

County Grant — Prefix 12-1042

Contractor Steelman - Duff, Inc. — F. A. Project No. F-182(4)

Address 1411 N.E. Columbia Blvd. Portland, Oregon 97211 — Order No. 2 Supplement No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: FLATTEN SLOPES OUTSIDE THE ORIGINAL STAKED SECTIONS:

Move material to prevent further slippage and the disposal of same.

Location by station numbers:

Station - 413+50 to 415+00
Station - 416+00 to 420+00
Station - 420+50 to 425+50

Estimate of quantities and cost:

Labor	$ 3,500.00
Material	450.00
Equipment Rental	13,500.00
Contractors Allowance 15%	2,617.50
Total	$ 20,067.50

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Standard Specifications for Highway Construction, Section 102 shall apply. This work necessary to prevent sliding of material. Material consists of boulders and gravel interposed with a cinder like material. The flattening of slopes will be outside the original staked sections.
This work has not been started.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$ 641,722.50	
Present estimate of project cost, including $20,067.50 for work under this order	$ 641,722.50	
Expected under-run / over-run amount	$ 0	
Expected under-run / over-run per cent	0	

Submitted by: /s/ M.M. Stump
M.M. Stump — Resident Engineer

Approval Recommended: /s/ John A. Bond
for Construction Engineer or [illegible]

Approval Recommended: /s/ Alfred Shirley Jr.
Asst. Division Engineer

Approved: /s/ L.H. Young
[illegible] State Highway Engineer or Office Engineer.

SP*22577-724

Form B-200—63C

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

APPROVED
Contingent upon modification of project agreement if additional funds are required.
FEB 14 1967
G 1-P
Title Dist. Engineer
U.S. Bureau of Public Roads

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Fall Cr.-Mt. Vernon — Date March 1, 1967
Highway Pendleton-John Day — Contract No. 6959
County Grant — Prefix 12-1042
Contractor Steelman-Duff, Inc. — F. A. Project No. F-182(4)
Address 1411 N.E. Columbia Blvd., Portland, Ore. 97211 — Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: FLATTEN SLOPES

Move material out that has already slipped and disposal of same.

Location by station numbers:

Station 427+00 to 431+00

Maximum equipment rental rates as per A.G.C. - State Agreement. Percentage to be allowed contractor is in accordance with the executed contract for this project.

Estimate of quantities and cost:

Labor	$1,000.00
Equipment Rental	5,000.00
Contractor's Allowance 15%	900.00
Total	$6,900.00

NOTED
F. B. KLABOE

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Standard Specifications for Highway Construction, Section 102 shall apply. This work necessary to prevent further sliding of material. The flattening of the slopes will be outside the original staked sections. This work has been started, February 28, 1967.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$641,722.50
Present estimate of project cost, including $6,900.00 for work under this order	$641,722.50
Expected under-run / over-run amount	$-0-
Expected under-run / over-run per cent	-0-

Space to right of this line is for use of Salem Office

Submitted by: /s/ M. M. Stump, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer of [illegible]

Approval Recommended: /s/ Alfred Shirley, Jr., Asst. Division Engineer

Approved /s/ L. H. Young, [illegible] State Highway Engineer / Office Engineer.

State Printing

Young 3-14-67

RECEIVED
FEB 23 1967
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. RIPLEY
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
F-182 (4)
6959

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 20, 1967

California Pacific Utilities Company
2003 - 1st Avenue
Baker, Oregon 97814

ATTENTION: Mr. R.K. Evans

Re: Power Line Relocation
Fall Creek-Mt. Vernon Section
Pendleton-John Day Highway
Grant County
Contract No. 6959

Gentlemen:

This will confirm Mr. Valentine's verbal authorization for the contract method effective February 10, 1967.

Since you do not have efficient equipment available to drill holes for poles in this type of terrain, it has been determined it is in the public interest to contract this work to Rex Lanham Construction Company of Emmett, Idaho at an estimated cost of $128.

Reimbursement for this work performed on or subsequent to February 10, 1967 will be made subject to the provisions of PPM 30-4 dated October 15, 1966 upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in the bill.

Very truly yours,

F.D. Morgan
Construction Engineer

By

T.W. Litchfield
Utilities Liaison Engineer

PGP:sg

cc: F.B. Klaboe
L.H. Young
C.H. Maison
A.F. Parson
M.M. Stump
J.W. Valentine

NOTED
F. B. KLABOE

RECEIVED
FEB 23 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED

STEELMAN-DUFF, INC.

INDUSTRIAL JOBS
HEAVY CONSTRUCTION
ROAD WORK—GRADING, EXCAVATING
HEAVY EQUIPMENT RENTALS

GENERAL CONTRACTORS

1411 N. E. COLUMBIA BOULEVARD
PORTLAND, OREGON 97211
Telephone 285-2588

F-182(4)
6959

February 18, 1967

M. M. Stump
Resident Engineer
Oregon State Highway Dept.
P. O. Box 228
John Day, Oregon 97845

RE: R-39850 Little Beech Creek-Mt. Vernon Section Contract No. 6959

Dear Mr. Stump:

Replying to your letter of February 10, 1967 reference 30 days time given Mr. Roy Kilpatrick to salvage and remove old fence, if he so desires, please refer to letter of January 13, 1967 addressed to us from Floyd Query, Secretary, Oregon State Highway Commission advising that calendar day counts on this contract began January 25, 1967.

Accordingly, we accept no liability in suit brought by Roy Kilpatrick and Blanche B. Kilpatrick under date of February 14, 1967, for damages incurred by removal of fences after January 25, 1967. If any damages are assessed against us in this suit, we will look to the State of Oregon for reimbursement.

Very truly yours,

R. E. Steelman

R. E. Steelman
President

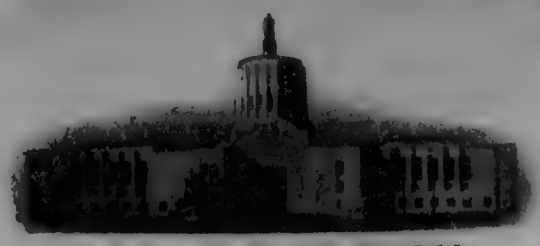
RES D
cc/ Oregon State Highway Department, Salem, Ore.

RECEIVED
FEB 20 1967
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 27 1967
FOR FILING

GLENN L. JACKSON, CHAIRMAN
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

F-182 (1)
(7-59)



STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

January 26, 1967

Steelman-Duff, Inc.
1411 N.E. Columbia Boulevard
Portland, Oregon 97211

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 6959 for grading, oiling, and structures on the Fall Creek-Mt. Vernon Section of the Pendleton-John Day Highway in Grant County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Encl.

cc Wells-Reed-Wood-West Co.
412 Failing Building
Portland 4, Oregon

Great American Insurance Company
Pacific NW Regional Office
2030 Ninth Avenue
Seattle, Washington 98121

JAN 20 1967

FOR FILING

F-152 (4)

1429

January 19, 1967

California Pacific Utilities Company
2003 - 1st Avenue
Baker, Oregon 97814

Re: Power Line Adjustment
Fall Creek-Mt. Vernon Section
Pendleton-John Day Highway
Grant County

ATTENTION: Mr. R.K. Evans

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of December 16, 1966, have been approved by the State. The State will reimburse your company for 81.82 per cent or 9/11 of the total cost of adjusting all the conflicts as discussed in the field between representatives of your company and the State. You are hereby authorized to proceed with the work as of January 16, 1967.

Prior to beginning work, you are requested to do the following:

1. Please contact Mr. J.B. Bangert, District Maintenance Superintendent, P.O. Box 850, La Grande, Oregon 97850, Phone 963-3177, in regard to obtaining a permit for crossing or relocating on State Highway rigit of way.

2. Contact Mr. M.M. Stump, Resident Engineer, P.O. Box 228, John Day, Oregon, Phone 575-0733, at least three days prior to beginning work so that your work may be coordinated with that of the State's contractor.

Reimbursement for the work performed on or subsequent to January 16, 1967, will be made subject to the provisions of PPM 30-4 dated October 15, 1966 upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in the bill.

Very truly yours,

F.D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T.W. Litchfield
Utilities Liaison Engineer

JMC:sg

cc: F.B. Klaboe
L.H. Young (2)
C.H. Maison
A.F. Parson
M.M. Stump
J.B. Bangert
J.W. Valentine

California-Pacific Utilities Company

Baker, Oregon
December 16, 1966

Re: Fall Creek - Mt. Vernon Section
Pendleton-John Day Highway
Grant County

Mr. J. W. Valentine
Utilities Liaison Engineer
Oregon State Highway Dept.
P.O. Box 850
LaGrande, Oregon 97850

Dear Jim:

California-Pacific Utilities Company has been requested by the State Highway Department to relocate certain line facilities near Mt. Vernon, Oregon.

In conflict with the road widening project are nine poles located on private right-of-way and two poles located on public right-of-way.

The following are forwarded for review by the State Highway Department:

(1) Three copies of easement claim by estoppel duly signed by corporate officer and notarized;

(2) Three copies of support data marked "Exhibit A";

(3) Estimated relocation cost;

(4) Facilities location sketch.

When notice of acceptance by the State Highway Department is received, the Work Order estimates will be forwarded for company approval.

Yours truly,

T. K. Gurney
Division Acctg. Supervisor

TKG:cs
Attach.

cc: J. M. Markey
O. D. Lanning
C. E. Roberts

CALIFORNIA-PACIFIC UTILITIES COMPANY

John Day, Oregon
November 18, 1966

Line Relocation East Highway - Beech Creek Section

INSTALLATION COSTS

Material	Unit	Material	Labor and Transportation
45' poles	1	$ 50.00	$ 65.80
40' poles	7 @ 48.00	336.00	408.10
35' poles	2	72.00	110.88
8' single X-arm assembly	5	42.50	105.25
8' double X-arm assembly	3	49.50	41.49
Pole top pins	1	1.50	8.40
Neutral brackets	1	1.30	6.22
Secondary dead ends	9	9.00	49.05
Down guy anchor combinations	8	88.00	483.76
#4 ACSR conductor	450 @ .35	157.50	314.02
15 K.V. dead end assembly	6	39.00	47.16
15 K.V. insulators	18	18.00	18.90
Pole grounds	11	11.00	122.65
Totals		$ 875.30	$1781.68
Transfer conductors		250.00	
Transfer transformers		274.89	
Transfer services		138.60	
Transfer street lamp brackets		65.35	
Total		$ 728.84	

REMOVAL COSTS

Material	Unit	Salvage Value	Removal Cost
45' pole - good used	1	10.00	23.41
40' poles	2		41.98
35' poles (one good)	10	35.00	178.09
8' X-arms	9		61.40
X-arm braces	16	2.00	
Carriage bolts	16	.80	
Lag screws	8	.50	
Double arming bolts	4		
Machine bolts	44	5.00	
3 point secondary racks	5		15.75
Secondary dead ends	9	5.00	13.50
Steel pins	2	1.50	
Wood pins	12	-	
Anchors, 8" expanding	6		
5/8" x 6' anchor rods	6		46.50
Guy strand	485		
Guy clamps	12		
Bolt eyes	7	3.50	
Square washers 2½ x 2½	105	4.00	
Pole top pins	6	7.20	19.14

Material	Units	Salvage	Removal Cost
Neutral brackets	2	2.60	3.00
Pole stub - 10'	1	-	15.00
#6 B. C. wire	500 @.20	100.00	166.95
#6 W. P. wire	80	16.00	25.00
12 K. V. insulators	8	-	6.80
12 K. V. insulators	8	$ 8.00	6.80
Suspension ins.	5	10.00	13.40
Total		$ 211.10	$ 636.72

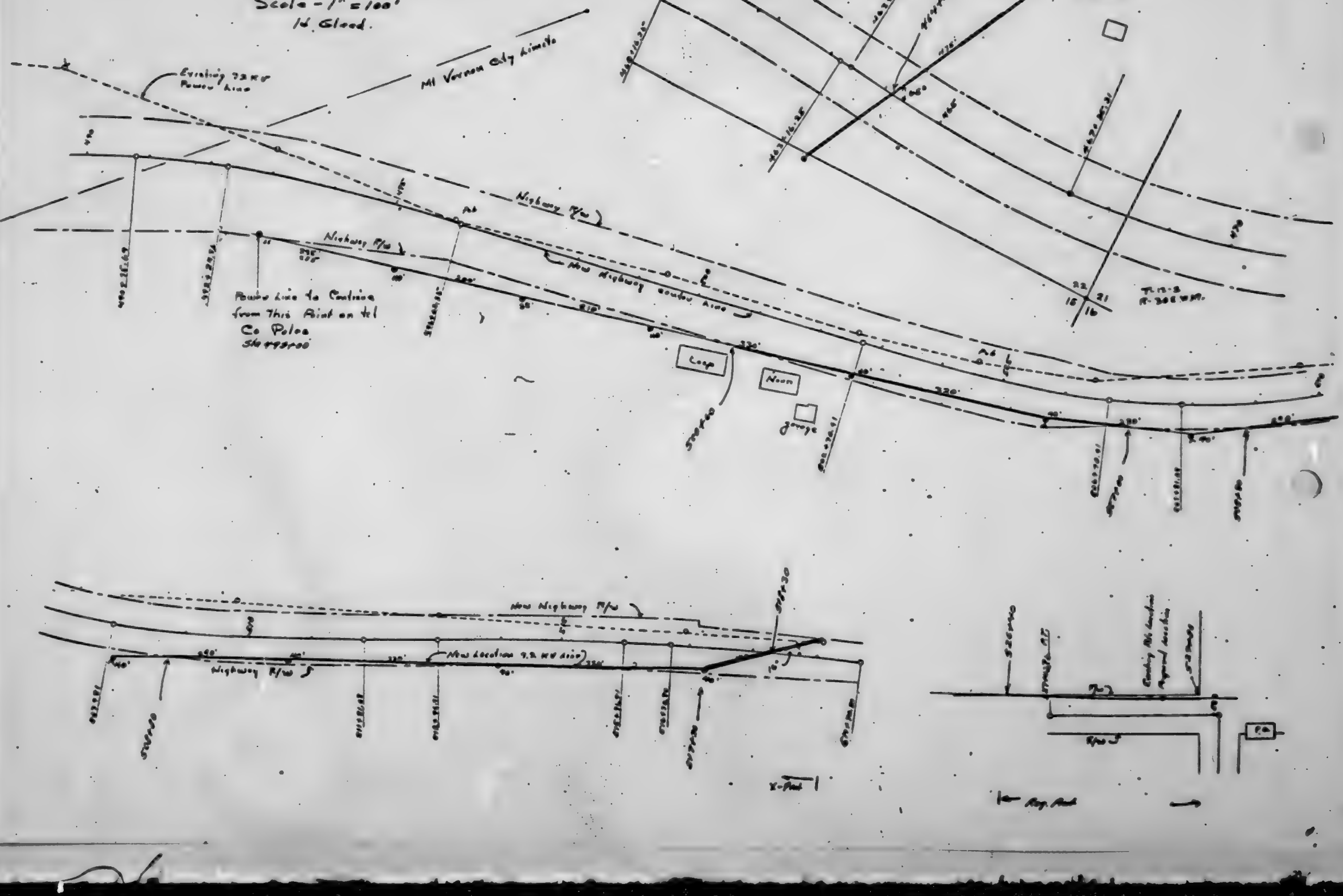
Total material costs	$ 875.30
Right of way costs	160.00
Labor transportation	3147.24
General overhead costs	418.25
Total all costs	4600.79
Less salvage value	211.10
Net estimated cost	4389.69

State Share = 9/11 (4389.69) = $3991.57

APPROVED
W. E. Hoag
ASST. CONTROLLER

Fall Creek – Mt Vernon Section
Randolton – John Day Highway

California Pacific Utilities Co
John Day Oregon
Line Relocation W.O. 4474
Scale – 1" = 100'
H. Glood.



RECEIVED
JAN 23 1967
FOR FILING

Form CD-121 (11-63) (Prec. by A.O. 300-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

6457

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: January 19, 1967

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project F-182(4)
Fall Creek - Mt. Vernon Section
Grading, Oiling, and Structures

As requested in Mr. Young's letter of January 18, 1967 advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of January 13, 1967 in the award of Contract No. 6959 to Steelman Duff, Inc., of Portland, Oregon, low bidder in the amount of $541,420.00 at the December 15, 1966 bid opening.

You are authorized to proceed with the contractor's flagging included in your engineer's estimate for $6,000.

We acknowledge receipt of the notification of permit numbers issued covering all relocated utility facilities as required in our authorization.

REFERRED TO
Young
ASST. STATE HWY. ENGR.
1-23-67

RECEIVED
JAN 20 1967
OFFICE
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JAN 18 1967
FOR FILING
F-182(4)
6959

January 18, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of January 13, 1967, is requested in the award of contract for the Fall Creek-Mt. Vernon Section, Project No. F-182(4).

The contractor receiving the award is Steelman Duff Inc. of Portland in the amount of $541,420.00 with the Contract No. 6959 assigned. This bid was received on December 15, 1966 and awarded January 13, 1967.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding non-discrimination in employment as required by Bureau of Public Roads, IM 20-4-64.

All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State's contractors operations, also, all necessary crossing permits have been issued for this project, see attached letter for numbers.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:ed

FORM E-123X 50M 7-66

RECEIVED
JAN 18 1967
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID E. [illegible], MEMBER
PORTLAND

F-182(4)

6954

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 17, 1967

Blue Mountain T.V. Cable Company
P.O. Box 267
Mt. Vernon, Oregon

Re: Television Facilities Adjustment
Fall Creek-Mt. Vernon Section
Pendleton-John Day Highway
Grant County

ATTENTION: Mr. Jack McKenna

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, assubmitted with your letter of January 11, 1967, have been approved by the State. You are hereby authorized to proceed with the work as of January 16, 1967.

Prior to beginning work, you are requested to do the following:

1. Please contact Mr. J.B. Bangert, District Maintenance Superintendent, P.O. Box 850, La Grande, Oregon 97850, Phone 963-3177, in regard to obtaining a permit for crossing or relocating on State Highway right of way.

2. Contact Mr. M.M. Stump, Resident Engineer, P.O. Box 228, John Day, Oregon, Phone 575-0733, at least three days prior to beginning work so that your work may be coordinated with that of the State's contractor.

Reimbursement for the work performed on or subsequent to January 16, 1967, in the amount of $197.65, will be made in accordance with Paragraph 7g(3) of PPM 30-4 dated October 15, 1966 upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in the bill.

Very truly yours,

F.D. Morgan
Construction Engineer

NOTED
F. B. KLABOE

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T.W. Litchfield
Utilities Liaison Engineer

TWL:JMC:sg

cc: F.B. Klaboe
L.H. Young (2)
C.H. Maison
A.F. Parson
M.M. Stump
J.B. Bangert
J.W. Valentine

RECEIVED
JAN 19 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 1 - 1967
FOR FILING

F-182 (4)

6957

Bid Dec 15

January 13, 1967

Steelman-Duff, Inc.
1411 N.E. Columbia Boulevard
Portland, Oregon 97211

AGENDA
JAN 21 1967
3l

Gentlemen:

The State Highway Commission on December 19 accepted your proposal for grading, oiling, and structures on the Fall Creek-Mt. Vernon Section of the Pendleton-John Day Highway in Grant County for the sum of $541,420 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of the Bureau of Public Roads is received.

Approval has been received and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6959. Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day counts on this contract will begin January 25, 1967.

Very truly yours,

Floyd Quaery, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm
Encls.
cc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle & Portland

A.F. Parson
H.E. Woodward
Frank Morgan
L.H. Young
I.D. Merchant
C.D. Matthis (SIAC)

RECEIVED
JAN 18 1967
FOR FILING

F-182 (4)
6457

Agenda 4e

December 22, 1966

City of Mt. Vernon
City Hall
Mt. Vernon, Oregon

MISC. CONTRACTS and AGREEMENTS No. 5231

Gentlemen:

We are enclosing for your files a fully executed copy of a cooperative construction finance agreement covering the Fall Creek-Mt. Vernon Section of the Pendleton-John Day Highway in Grant County.

A fully executed copy of this agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

lmr
Enclosure

cc: H. S. Cox
Attn: Richard Unrein
(Conformed Copy)

RECEIVED
DEC 1 - 1966
FOR FILING
F-182(4)
0159

November 30, 1966

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 College St., N. E.
Salem, Oregon

Dear Mr. Parsons:

Concurrence by other appropriate public agencies has been received in compliance with Mr. Whitten's Circular Memorandum of May 25, 1965, concerning the protection or improvement of parks and other outdoor recreational and historical resources. There have been no objections or suggestions made regarding the following projects:

F-182(4)	Forest Grove-Canton Section
F-182(5)	Fall Creek-Mt. Vernon Section

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RECEIVED
NOV 29 1966
FOR FILING

F-182 (4)

6959

November 28, 1966

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the December 19 Commission meeting will be a cooperative construction-finance agreement with the City of Mt. Vernon pertaining to the Fall Creek-Mt. Vernon Section of the Pendleton-John Day Highway in Grant County.

This agreement provides for construction of the project, relocation of utilities, parking restrictions, grade revisions, and maintenance.

Upon completion of the project, the City will assume maintenance, jurisdiction and control of the portion of right-of-way, including any sidewalks, lying outside of the curb line of the project.

The project is currently scheduled for the December bid letting and is estimated to cost approximately $700,000. The City has deposited a check for $1,500 for its share of the cost of curbs.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
L. H. Young
F. D. Morgan
H. S. Cox
A. F. Parson

RU:nr fn

RECEIVED
DEC 7 - 1966

Form CD-121 (11-65) (Pres. by A.O. 204-10)

UNITED STATES GOVERNMENT

Memorandum

F-182(4)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: November 22, 1966

In reply refer to: 08-35.2-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project F-182(4)
Fall Creek-Mt. Vernon Section
Grading, oiling and structures

REFERRED TO
Young w/enc.
By Asst. State Hwy. Engr.
12-7-66

P. S. & E. documents for the subject project have been reviewed and are hereby conditionally approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right of way has been acquired or rights of entry obtained, with relocation advisory assistance unnecessary as indicated in Mr. Oakes' November 14, 1966 report except for 23 outstanding non-participating files. We understand that these files are being negotiated but if not successful condemnation suits will be filed and these parcels will be available for occupancy and contractor's use prior to your requesting our concurrence in award since no improvements are involved.

NOTED
F. B. KLABOE

Mr. Litchfield's November 18, 1966 Utility Status Report indicates that both reimbursable and non-reimbursable utility adjustments are involved but that these will be on a non-participating basis. We understand that you will certify that necessary arrangements have been made for proper coordination of such work in your request for concurrence in award. Time extensions due to delays in utility work will be non-participating. In addition, in accordance with the provisions of subparagraph 15d of PPM 30-4 you should furnish this office the serial numbers for revised permits issued to the following utilities:

Oregon Telephone Corporation
California-Pacific Electric
Blue Mountain Television
Mt. Vernon Power and Irrigation Co.

The November 18, 1966 final draft of your agreement with the City of Mt. Vernon has been reviewed and traffic control measures as well as provisions for city-owned utility adjustments are considered to be satisfactory. Evidence that city officials have signed the agreement should be furnished prior to our concurrence in award. Copies should be furnished for our approval and files after the agreement is executed.

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

The typical section which permits the elimination of the ditch in the subgrade is approved for use on this project, however, it is cautioned that the ditch section should be liberally used in all areas where there is potential hazard of soft subgrade or frost heaves.

Our conditional approval is with the understanding that the bridge railings on the Beech Creek bridges will be revised to comply with the AASHO bridge rail requirements, Interim Specifications 1964.

Mr. Young's November 22, 1966 letter indicates that State conservation agencies agree that the only special measures that are necessary to accommodate fish and wildlife is the placement of boulders in the channel change which you have agreed to accept, and that specifying one material or product is limited to those items previously accepted. Nonconcurrence by other appropriate public recreational or historical resources has not been received. Prior to bid opening you should advise this office of any clearance received or withdraw the project.

Attachment

Form CD-121 (11-63) (Prev. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

RECEIVED
DEC 7 - 1966

FOR FILING
F-182(4)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

459

FROM : T. Dec
Assistant Division Engineer

KLABOE

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: November 21, 1966

In reply refer to: 08-35.EC/710.11

SUBJECT: Oregon Federal-aid Primary Program

Mr. Young's October 31, 1966 letter requested the inclusion of the below shown project in the subject program as a Stage 2 Construction Phase Project. This project is approved effective today:

Item	Project	Location	Work
463	F-182(4)	Fall Creek-Mt. Vernon	Gr., Surf, 2 Struc's.

You are authorized to proceed with utility preparatory work effective today.

This action provides for improvement on 2.521 miles of FAP highway at a total estimated cost of $760,000 of which $480,000 is reserved as Federal-aid Primary funds.

NOTED
F. B. KLABOE

REC'D
NOV 2[illegible] 1966
OFFI
STATE HI[illegible]

Young Litchfield Morgan
11-28-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
NOV 25 1966
FOR FILING

E-18: (4)
(925)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

November 21, 1966

To: Mr. L.H. Young
Office Engineer

BUILDING

SUBJECT: Supplemental R/W Status Report for December 15, 1966 Contract Letting

FALL CREEK-Mt. VERNON SECTION: Grade, Oil, and Structure

Representatives of California-Pacific Utility Company advised the State this morning that they wished the State to acquire the right of way necessary to allow the utility to relocate their reimbursable facilities on this project.

Our Right of Way Division advises us that 21 of the 28 files on this section will go to condemnation; therefore, it is estimated the utility will not be able to complete their work before February 28, 1966. The estimated cost of the State's share of California-Pacific Utility Company's relocation has been revised to $4,000.

The possibility of relocating the power poles on public road and issuing the utility an X-permit is being investigated; however, it is doubtful if there is sufficient right of way available through the City portion of the contract to accomplish this.

F.D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T.W. Litchfield
Utilities Liaison Engineer

TWL:PGP:sg

cc: F.B. Klaboe
C.H. Maison
D.H. Moehring
L.H. Young (2)

RECEIVED
NOV 22 1966
OFFICE O
STATE HIGHWAY EI

RECEIVED

FOR FILING

F-182 (4)

6959

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 27, 1966

SUBJECT: Fall Creek-Mt. Vernon Section

To: Mr. A. F. Parson
Division Engineer
State Highway Department
LaGrande, Oregon

ATTENTION: Mr. H. S. Coulter

NOTED
F.B. KLABOE

Regarding your letter of September 23, 1966 on acquisition of right of way on subject project, we think it advisable to proceed on the basis of token taking to establish right of way as presently planned, this includes future access rights.

Believe that explanation of taking to property owners and method of indenture for change at future date would expedite negotiations. Bureau of Public Roads will be agreeable to changes not involving increase in value to property.

F. D. Morgan
Construction Engineer

FDM:fp

cc F. B. Klaboe

RECEIVED
SEP 23 1966
OFFICE
STATE HIGHWAY ENGINEER

FORM S.30 REV 7-64 SP*0220-784

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
September 23, 1966

SUBJECT: Fall Creek-Mt. Vernon Section

To:

Mr. F. D. Morgan
Construction Engineer
Salem

RECEIVED
Maydock
By Construction Engineer
Please advise.

We have been advised by the local right of way office that some problems are being encountered in acquisition of right of way on the Fall Creek-Mt. Vernon Section at the southerly end of this line because of our options calling for control of access.

This area is presently built up with numerous houses and other buildings and the owners are not objecting to the need for improvement of the highway or the value for lands being taken, but are reluctant to give up their future rights of access. We would recommend elimination of the access control through the area as shown on the attached print of the right of way map because of the difficulties being incurred and because we can see no great advantage to the department in the purchase of these rights.

It is certainly possible that a particular land owner might decide to rebuild his house in the future, placing the garage on the opposite side, at which time it would be necessary to go through all the paper work for re-evaluating the value of a right of access and obtaining B.P.R. approval. We do not think this is necessary.

If you concur in our opinion, would you arrange to have the right of way division notified so that access restriction clauses on these options can be eliminated.

A. F. Parson
Division Engineer

By H. S. Coulter
H. S. Coulter
Assistant Division Engineer

HSC:dj
Attachment

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
SEP 23 1966
CONSTRUCTION
DIVISION

511+81.08

CREEK

516+31.04
N 270,32
E 362,760

N 270,000

E 363,000

521+43.89 P.S.

M.E.F. Gilman 0.8 Ac± Lt.
69-426

39857

0.22 Ac.±

S 10°17'00" W

40143

40144

40145

E.E.J. Rice
83-316

N. Wilson
86-594

0.25 Ac.± Lt.

L.E.N. Smith
82-218

H&D Smith
49-441

39858

0.06 Ac.±

S 15°53'30" W

39859

0.01 Ac.±

39860

2.6 Ac.± Rt.

H&D. Lemon Heirs et al
86-101

C. Stormar
85-441

512+96.91 P.S.

515+96.91 P.S.C.

516+70.80 P.C.S.

519+70.80 P.T.

1°30' C.R.
Δ = 5°36'30"
R = 337.13'

Eliminate access control along here

...mmt. access control
along here

H.E.D. Lumber 86-101

S 53°30'W 39859

40145

521 + 13.89 P.S.

H.E.D. Smith 89-441

39928

2.0± Ac. ± R/

523 + 93.89 P.S.C.

524 + 92.72 P.C.S.

S 6°13' 0°20'

24 + 44.97 P.I.
277,547.69
362,546.45

Glover 86-471

Bennett & Lee

40146 40147 40148

39929

H. & A. Walker 64-60

J. Cowchill 89-239

W. & G. Ellison 90-117

R. & S. Ellis

39930 39931

S 1° 33' 00" E

40149 40150 40151 40152 40153

527 + 42.72 P.T.

H. & D. DeSouza 52-310

R. Sproul 0-443

A. Moult & D. Cotee (C.P.) 85-393

Jenkins Bros 86-49 86-48

530

530 + 10.89 P.O.T. Bk.
530 + 18.54 P.O.T. Ah.

TION

21

28

MEMO TO FILE:
September 26, 1966

On September 21, 1966 , the undersigned met at an evening meeting with Mayor Herman DeSousa of Mt. Vernon and several City Councilmen regarding three separate highway matters.

1. Fall Creek-Mt. Vernon Section of the Pendleton-John Day Highway: Delivered two sets of preliminary plans to City and advised City that construction agreement between City and State will be prepared basically to cover any grade changes and utility adjustments.

2. City requested cooperative project on John Day Highway to alleviate drainage problems: Presented field plan for improvement and field estimate of total cost ($26,000). Stressed the fact that total cost could very easily vary due to location of Mt. Vernon, but that cost would most likely remain in the $26,000 to $30,000 range. City officials present seemed very pleased with plan and thought they had funds to participate on a 75%-25% basis. I told them that sidewalks were not normally considered as part of the 75%-25% participation, as they are usually a 100% City item. This factor they said would stretch their resources to the limit, leaving little or no funds for street maintenance. They said they would review project with full council and make official request for cooperative project. They are aware that project would need Highway Commission approval and be subject to availability of Highway funds.

NOTED
F. B. KLABOE

3. Special City Allotment Project: Apprised City that requested project on Ingle Creek Road seemed to have considerable merit, but its approval would in some extent be governed by its being tied into other like construction, one possibility being the proposed cooperative project on the John Day Highway. There is also the possibility of tying the

cooperative project and Special City Allotment project to the Fall Creek-Mt. Vernon project or the Dayville project if these contractors are still in their rock production stages. Asphaltic concrete pavement would be preferable for these two projects so it would be most desirable to tie them to the Dayville project, although they could be modified to an oil mat to conform with the Fall Creek-Mt. Vernon project.

Richard Unrein

Richard Unrein, Field Engineer
County and City Division

cc: F. B. Klaboe
F. D. Morgan
A. F. Parsen

RECEIVED
SEP 20 1966
OFFICE
STATE HIGHWAY ENGR.

CdH 3231

15-1149 Biddle Rd. (Medford) Interch. 1968
Sec. (Grad., pav., struct., sign.
#6960 & illum.) [redacted]

CIA
3209

Salem, Oregon 97310
August 17, 1965

Mr. Tom Edwards
Assistant State Highway Engineer
O F F I C E

On August 13 Mr. Duff, City Manager of Medford; Mr. Thorpe, Public Works Superintendent, Medford; and two members of the Medford Planning Commission met with us reference several improvements that they desire in their city.

One of the requests they made was that the State study the Crater Lake Interchange with I-5. They advised that this interchange is now carrying considerably more traffic than was projected for 1975.

Will you please, therefore, instruct the proper people in the Traffic Division to take suitable traffic counts in the near future and make recommendations for improvements if any are warranted.

P. S. Klabon
Assistant State Highway Engineer

PSK:erb

cc: Mr. P. D. Morgan

RECEIVED
AUG 18 1965
FURTHER
INFORMATION
6960

Salem, Oregon 97310
August 17, 1965

Mr. Tom Edwards
Assistant State Highway Engineer
O F F I C E

On August 13 Mr. Duff, City Manager of Medford; Mr. Thorpe, Public Works Superintendent, Medford; and two members of the Medford Planning Commission met with me reference several improvements that they desire in their city.

One of the requests they made was that the State study the Crater Lake Interchange with I-5. They advised that this interchange is now carrying considerably more traffic than was projected for 1975.

Will you please, therefore, instruct the proper people in the Traffic Division to take suitable traffic counts in the near future and make recommendations for improvements if any are warranted.

F. B. Klabee
Assistant State Highway Engineer

FBK:rb

cc: Mr. F. B. Morgan

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

15-1149

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

6960

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

DATE: October 30, 1968

In reply refer to: 08-35-DB

SUBJECT: Riddle Road Interchange
Permanent Signing
Jackson County

should be Biddle Road Interchange ja

Edwards

We are sorry for the long delay in offering a response to Mr. Edwards' June 17, 1968 letter relating to permanent signing. It appears at times that we get caught in our own trap.

We have no good suggestions for solving all of the complications involved in permanent signing. All we can offer is to work with you on individual cases where a deviation from the "book" is necessary to provide a practical installation.

Copy - Crandall
Young
11-12-68

RECEIVED
NOV 6 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 15 1968
FOR FILE

15-1149

6960

August 15, 1968

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 6960 awarded to M. C. Lininger & Sons, Inc., for grading, paving, structures, signing and illumination on the Biddle Road (Medford) Interchange Section of the Crater Lake Highway in Jackson County was completed on May 17, 1968, and accepted by the Highway Commission on August 13, 1968.

Final payment in the amount of $29,430.18 will be released to the contractor after August 22, 1968. The total contract amount is $578,249.58 including $3,039.60 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

[illegible]

cc: M. C. Lininger & Sons, Inc.
P. O. Box 1145
Medford, Oregon

L. H. Young
C. H. Maiscn
Attn: John Herr

RECEIVED
AUG 15 1968
FOR FILING

15-1149
6960

August 13, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed May 17, 1968, on Contract No. 6960. The contract was with H. C. Lininger and Sons, Inc., and was for grading, paving, structure, signing and illumination on the Biddle Road (Medford) Interchange Section of the Crater Lake Highway in Jackson County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective August 13, 1968, and that you concur in this procedure at the Commission meeting on August 20.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

srb lms
bc: Floyd Query
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
Ivan Merchant
L. H. Young
C. T. Keasey

RECEIVED
AUG 9 - 1968
FOR FILING

15-1149

6760

July 10, 1968

H 2

M. C. Lininger and Sons, Inc.
P. O. Box 1145
Medford, Oregon 97501

Gentlemen:

The State Highway Commission at its meeting on July 9 considered your request for an extension of time on Contract No. 6960 on the Biddle Road (Medford) Interchange Section of the Crater Lake Highway in Jackson County.

After careful consideration, the Commission granted your request for an increase in the calendar days by three.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc C. T. Keasey
Bill Brown
L. H. Young
F. D. Morgan
C. H. Maison

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 12, 1968

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

SUBJECT: Extension of Time
Biddle Road (Medford) Interchange
Crater Lake Highway
Contract 6960

We have received from M. C. Lininger and Sons, Inc., contractor on the subject contract, the attached request for an increase of 3 calendar days. The contractor's request is based on delays occasioned by utility adjustments and the installation of a sanitary sewer for the Bear Creek Valley Sanitary Authority.

This contract was awarded January 13, 1967. The calendar day count started January 25. On April 7, 1967, the contractor had to stop work on a storm sewer installation until transmission lines and poles belonging to Pacific Power and Light Company and Pacific Northwest Bell Telephone Company were removed from the construction area. These poles were removed on April 11. Although the work involved was relatively minor and although the contractor had other work in progress during this period, the storm sewer installation had to be completed before work on the Biddle Road structure could be started. Structure work in general was the controlling feature of this contract and we believe an extension of 3 calendar days for this period is justified.

On May 16, 1967, the contractor was directed to stop work on a 48-inch sanitary sewer under the Biddle Road structure until the City of Medford and the Bear Creek Valley Sanitary Authority could reach an agreement on the size of the sewer they wanted installed in the project area. On June 1, the contractor was directed to proceed with the installation of the sewer line. This delay also affected work on the structure. Although other work was in progress during this period, this delay justifies an extension of more than 3 calendar days.

The contract was completed May 17, 1968, at which time 3 calendar days in excess of those allowed had accrued, amounting to $450 in liquidated damages. Based on the two delays mentioned above, we recommend that the calendar days be increased by 3 which will eliminate all liquidated damages.

This is a State project. A rough draft of a letter to the Highway Commission is attached.

JAB-DES:nn
Encs.

cc: L. H. Young

RECEIVED
JUN 12 1968
OFFICE OF
STATE HIGHWAY ENGINEER

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Staff Assistant

April 10, 1967

Mr. Bill E. Brown, Res. Engr.
Oregon State Highway Dept.
P. O. Box 368
Medford, Oregon

Re: Biddle Road (Medford)
Interchange
Contract No. 6960

Dear Sir:

On December 19, 1966 we were notified of acceptance by the OSHD of our bid on the above referenced project. On January 13, 1967 we were notified that calendar day count would begin on January 25, 1967.

In accordance with the Standard Specifications, specifically Article 8-11, Right-of-Way Delays of the Supplemental Standard Specifications, we wish to notify you that transmission lines and poles of the Pacific Power & Light Co. and lines of the Pacific Northwest Bell Co. are still in the right-of-way construction area.

On April 7, 1967 we had to cease our operation on installation of storm drain due to the above interference, and at the present time are unable to determine the exact amount of delay and/or the increase in costs incurred by this interference.

Very truly yours,

M. C. LININGER & SONS, INC.

R. B. Miller
General Manager

RBM bj
cc

FORM S-128

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
Medford
April 11, 1967

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

M. C. Lininger & Sons, Inc.
P. O. Box 1386
Medford, Oregon

Re: Biddle Rd. (Medford)
Interchange
Contract No. 6960
Transmission lines & poles

Attn: Rod Miller

We are in receipt of your letter advising us of the construction delays caused by the transmission lines and poles of the Pacific Power and Light Co. and lines of the Pacific Northwest Bell Co. being in the construction area.

Please be advised that on April 11, 1967 all utility poles and transmission lines were out of the way of the construction area.

Yours truly,

B. E. Brown
Resident Engineer

BEB:dw

cc: L. R. Chandler

June 1, 1967

Mr. Bill E. Brown, Res. Engr.
Oregon State Highway Dept.
P. O. Box 368
Medford, Oregon

Re: Biddle Road (Medford)
Interchange
Contract No. 6960

Dear Sir:

On May 16th. we were notified to cease all operations on the installation of a 48-inch sanitary sewer on the above referenced project. This sewer line had to be installed prior to the commencement of construction of the bridge.

At this time it is too early to exactly determine the cost and loss of time due to this delay, but as soon as it is determined we will notify you.

Very truly yours,

M. C. LININGER & SONS, INC.

R. B. Miller
General Manager

RBM bj
cc

15-1149 6760 C

FORM [illegible] (REV 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Biddle Rd (Medford) Inter		WEEK ENDING: June 22, 1968
		SECTION PREFIX: 15-1149
HIGHWAY: Crater Lake		COUNTY: Jackson
NAME OF JOB: Biddle Road (Medford) Interchange	KIND OF WORK: Grading, Paving, Structure, Signing & Illumination	
CONTRACTOR: M. C. Lininger & Sons, Inc.	CONTRACT NUMBER: 6960	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: January 13, 1967	DATE WORK STARTED: January 4, 1967	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 315	CALENDAR DAYS USED 318
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 101
PROJECT AUTHORIZATION: $ 704,612.70		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $ 654,506.91	ENGINEERING AUTHORIZATION $ 50,105.79	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 618,759.30	ENGINEERING COST TO DATE $ 57,611.26	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: UNDERRUN 4 %	PERCENT OF AUTHORIZATION 115 %	DATE PROJECT WAS COMPLETED: May 17, 1968

Semi-final estimate will be submitted June 24, 1968.

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.19	0.19			0.19
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.19	0.19			0.19
TOTAL ESTIMATED QUANTITIES (CONTRACT)	51,900	37,350			13,490
TOTAL QUANTITIES CORRECTED TO DATE	49,386	34,145			13,333
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	49,386	34,145			13,333
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	9590							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair			
MONDAY	Fair			
TUESDAY	Fair			
WEDNESDAY	Fair			
THURSDAY	Fair			
FRIDAY	Fair			
SATURDAY	Fair			

Routing

Lane E
Merelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
JUL
CONSTRUCTION
DIVISION

BEN GILFORD

NOTED
L. D. CHURCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final estimate will be submitted Monday, June 20. This will be the last weekly report on this job.

SIGNED B. E. Brown LOCATION Medford
Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
JUN 20 1968
FOR FILE

15-1149

6961

June 19, 1968

Oregon State Highway Commission

Request for Extension of Time
No. 1
July 9, 1968 meeting

Gentlemen:

H. C. Lininger and Sons, Inc., contractor on the Biddle Road (Medford) Interchange Section of the Crater Lake Highway in Jackson County, Contract No. 6960, requests an increase of three calendar days. This is a State project.

The major controlling work on this contract was the Biddle Road structure. The contractor had to stop work on a storm sewer under the structure area for a period of three days in April 1967, until transmission lines and poles were removed. The storm sewer installation had to be completed before work on the structure could be started.

In May 1967, the contractor had to stop work on a 48-inch sanitary sewer under the Biddle Road structure until the City of Medford and the Bear Creek Valley Sanitary Authority came to an agreement on the size of sewer they wished installed in the project area. This delay lasted for over two weeks.

Either of these two reasons more than justifies the three calendar days requested by the contractor. I recommend that the calendar days be increased by three which will eliminate all liquidated damages.

This matter will be on the agenda for your consideration at the July 9 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Quary
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
D. H. Maison
C. T. Kassey

DES:nn jko

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6960 Contractor M. C. Lininger & Sons, Inc.

Highway Crater Lake

Section Biddle Road (Medford) Interchange

Kind of Work Grading, Paving, Str., Sign. & Illum.

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Delays caused by utility adjustments justify an increase of 3 calendar days.

Recommended for Approval:

John Gilmore
Asst. Division Engineer

for Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No.	6960
Project designation	State (State-Federal)
Date awarded	1-13-67
Work started	1-4-67
Per cent completed	100% 5-17-68 (Date)
No. of Workdays Allowed	315
No. of Workdays Used	318
No. of Added Workdays Requested	3

SP-0256-724

E-260 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date May 20, 19 68

Gentlemen:

We, the undersigned, respectfully request an increase in the number of ~~working~~ calendar days from 315 days to 318 days, within which to complete our Contract No. 6960, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See Attached Letters

1. April 10, 1967 regarding utilities
2. April 11, 1967 Res. Engr. reply to 4/10/67 letter
3. June 1, 1967 regarding sanitary sewer

Respectfully submitted,

H. C. LININGER & SONS, INC.
Contractor

By R. B. Miller
R. B. Miller General Manager

CONSENT OF SURETY

Date June 3, 19 68

We, UNITED PACIFIC INSURANCE COMPANY

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

H. T. Duren, Attorney-in-fact
Countersigned by
HANSEN & ROWLAND, INC. OF OREGON
Henry P. Hansen
Portland, Oregon
Resident Agent

By Ethel Wolff
Resident Agents For Oregon

(SEAL)

RECEIVED
JUN 18 1968
FOR FILING

15-1149

69604

June 17, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Your File 08-35-DB
Permanent Signing
Biddle Road Interchange
Jackson County

Dear Sir:

Acknowledgment is made of your letter of June 12 containing photos of the signing on the Crater Lake Highway approaching Medford.

Your points are well taken. Unfortunately, we are caught between two regulations -- (1) the "yellow book", which specifies that signs be placed 30 feet from the edge of the pavement, and (2) we have no control over the placement of billboards within the limits of cities.

What do you suggest?

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

TE:ja

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall (enc.)
L. H. Young (enc.)

Form FH-121 (4-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: June 12, 1968

In reply refer to: 08-35-DB

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Permanent Signing
Biddle Road Interchange
Jackson County

As a matter of general interest, the signing installations were observed on the subject project early in this year. The following photos are self-explanatory and are offered for your consideration in future signing installations. These photos were taken on a clear day; however, consideration should be given to the common fog problems as well as night visibility.

Photo "A" shows the view approaching Medford from the east. Note the intermingling of signs and billboards.

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form FH-121 (4-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: June 12, 1968

In reply refer to: 08-35-DB

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Permanent Signing
Biddle Road Interchange
Jackson County

As a matter of general interest, the signing installations were observed on the subject project early in this year. The following photos are self-explanatory and are offered for your consideration in future signing installations. These photos were taken on a clear day; however, consideration should be given to the common fog problems as well as night visibility.

Photo "A" shows the view approaching Medford from the east. Note the intermingling of signs and billboards.

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Photo "B" shows a more advanced view. Traffic here is normally quite heavy and speeds at this point are in excess of 50 mph. Again signs are mixed with billboards; a sign cluster is apparent in the distance and the directional sign "Airport" is near the shoulder line. There is an apparent lack of uniformity and continuity in the lateral placement of this series of signs.

Photo "C" shows a new directional sign that has, up to this point, been obscured by other signs. Again the lack of continuity in placement and the billboard interference are obvious.

(more)

Photo "D" shows a concentrated view of the previously mentioned sign cluster. Such placement renders most of the message useless since ample viewing and concentration time are not allowed.

RECEIVED
JUN 13 1968
OFFICE OF
STATE HIGHWAY ENGINEER

JUN 19 1968

UNITED STATES GOVERNMENT

Memorandum

15-1149

6960

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: April 12, 1968

In reply refer to: 08-35-DB

TO: Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM: for R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Permanent Signing
Biddle Road Interchange
Jackson County

The attached report contains the views of one of our area engineers concerning the effectiveness of the 30-foot lateral sign placement on your Biddle Road Interchange project in Jackson County. The report brings out the special problem of interference from billboards and other roadside distractions with the effectiveness of the directional signing on these non-freeway facilities.

This report is furnished for your information, and we hope it will be of use in your continuing efforts for improved roadside safety and signing.

Enclosure
Report, 3-14-68

NOTED
ION EDWARDS

RECEIVED
JUN 14 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

477 Cottage St. NE. - Salem OR 97301
March 14, 1968

Mr. R. E. Simpson, Division Engineer
Salem, Oregon
Through: Mr. E. J. Valach, District Engineer

C. T. Christianson, Area Engineer
Salem, Oregon

08-35-D8

Permanent Signing
Biddle Road Interchange
Jackson County

The Biddle Road Interchange project is not a Federal-aid project and was 100 percent financed by the State of Oregon. The project is located near the Crater Lake Interchange on Interstate Route 5 at Medford. The purpose of this job was to eliminate an at-grade signalized intersection on the Crater Lake Highway through which all traffic utilizing the interchange with I-5 and utilizing Biddle Road must pass along with through traffic on the Crater Lake Highway.

In conjunction with this project, the permanent signing was installed at a 30-foot lateral distance from the roadway, where possible, in accordance with recommended practice.

Photo "A" shows the view approaching Medford from the east on the Crater Lake Highway on a clear day.

(more)

Improvements on thisproject and a previous widening of the Crater Lake Highway have utilized all available right of way. For this reason the sign installations blend with adjacent "legal" billboards and place them farther from the motorists "channel" of vision.

Photo "B" shows a more advanced view in which we now have one directional sign near the shoulder which mixes two placement theories and obscures subsequent signs for a short time.

The motorist is now approaching an obviously congested area - he sees interchange ramp terminals, service stations, clusters of signs, several billboards, and a structure with traffic signals in the background. His approach speed at this point is in excess of 50 miles per hour and during the rush hours the traffic is very heavy.

Photo "C" shows the location of the "airport" sign which, other than being at a hazardous location, has obscured the motorists view of the next directional sign which is again at the 30-foot distance (45 feet if he is in the inside lane) which he now has the opportunity to glance at and to develope a question as to where to look for the message he needs (out there by the billboards? or - in here by the road?). The center of attraction is still at the sign cluster, service station and ramp terminals ahead.

(more)

Winter months in this area are plagued by frequent fog conditions which render the 30-foot offset signs ineffective.

Photo "D" shows a cluster of too many signs near the interchange ramp terminals which add to the drivers confusion and convey messages that could have preceded this location and may in fact not be necessary. The Interstate Route markers below the directional sign blend nicely with the background billboard and require very good eyesight to read at that distance.

The signing of this particular area has been discussed with several people in the Medford area including State Highway personnel, Bureau of Public Roads project personnel, plus local residents and one tourist who were not highway oriented.

Those who had traveled the area in the fog indicated that the signs placed at the 30-foot lateral distance were not visible and that the shape blended with the background billboards.

Those who had traveled the area at night who were familiar with the area could see the 30-foot offset signs but indicated difficulty in reading them. Those who were not familiar with the area indicated confusion as to where to look for signs or did not see them in time to be able to read the message.

In my opinion this area is not a favorable location for application of the recommended 30-foot lateral clearance.

Based on my observations on this project the following recommendations are offered for consideration in designing and installing permanent signing on future projects:

1. Very close study and analysis should be made of each area where the 30-foot lateral clearance is contemplated to avoid distraction by other developments of similar shape in a close proximity.

2. Signs placed at the 30-foot lateral clearance should be roughly 30 percent larger including the legend.

3. Weather conditions should be taken into consideration as well as headlight range when lights are dimmed.

4. Any sequence of signs within an intervisible distance should be located at the same lateral distance from the roadway.

5. Avoid "sign clusters" by greater spacing or eliminating all but those considered essential at that location.

It has been my observation that sign installations at the 30-foot clearance are more difficult to see at night or during adverse weather conditions since their placement is farther out in the peripheral vision range at reading distance. The increased size of legend would relieve this problem for me.

RECEIVED
JUN 5 - 1967

FORM E-30 SOM 10-65 SP*23401.734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
June 2, 1967

FOR FILING
15-1149
6760

To: Memo to the File

SUBJECT: Crater Lake Interchange
Medford Sewer Installation

Mr. L. R. Chandler called June 1 and advised me that he personally met with Mr. Bauer early that morning and was informed by Mr. Bauer that the Bear Creek Valley Sanitary District was dropping its request for an increase from the 48-inch pipe to a 60-inch sanitary sewer line.

He further advised me that no attempt was made to coerce Mr. Bauer to this opinion but that his decision apparently came from a re-evaluation of the situation.

Under the circumstances, Mr. Chandler will instruct his people to immediately install the proposed 48-inch pipe and prosecute the job from there on.

NOTED
FORREST COOPER

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
L. R. Chandler

RECEIVED
JUN 1967
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123

RECEIVED
JUN 7 - 1967

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERRY, SECRETARY
SALEM

15-1149

6960

STATE OF OREGON
STATE HIGHWAY DEPARTMENT

Roseburg, Oregon
June 2, 1967

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

CERTIFIED MAIL

Mr. Bruce Bauer
c/o Manville M. Heisel
Attorney at Law
308 Medical Center Building
Medford, Oregon 97501

Dear Mr. Bauer:

Yesterday morning in our Resident Engineer Brown's office in Medford, you stated that you were withdrawing your request for the 60" sanitary sewer pipe which was to be installed in our Crater Lake Interchange project and you recommended that the 48" size on which we already have an agreement with the City of Medford be installed. I am accordingly returning to you the Sanitary Authority's check in the amount of $4,000.00 which was received from you in this office on June 1.

Very truly yours,

L. R. CHANDLER
Division Engineer

LRC/cw
Enc.
cc F. B. Klaboe
F. D. Morgan
Accounting

RECEIVED
JUN 5 1967
OFFICE OF
STATE HIGHWAY ENGINEER

MANVILLE M. HEISEL
ATTORNEY AT LAW
308 MEDICAL CENTER BUILDING
MEDFORD, OREGON 97501

AREA CODE 503
TELEPHONE 773-4568

May 29, 1967

State of Oregon
Highway Department
1523 S. E. Cobb
Roseburg, Oregon

Attention: Mr. L. R. Chandler
Division Engineer

Dear Mr. Chandler:

Enclosed herein is draft No. 38 in the sum of $4,000.00 drawn on the Bear Creek Valley Sanitary Authority, Jackson County, as a deposit against the payment of the following obligation herewith assumed by the Authority:

(a) The difference in cost between 220 feet of 48 inch Class 4 Concrete Sewer Pipe and 220 feet of 60 inch Class 4 Concrete Sewer Pipe to be laid under the North Medford Interchange on Interstate 5 by M. C. Lininger and Sons, Inc.

(b) The shipping costs of returning the 220 feet of 48 inch Class 4 Concrete Sewer Pipe presently at the project site to the supplier and the cost of shipping 220 feet of 60 inch Class 4 Concrete Sewer Pipe from the supplier to the project site.

RECEIVED
JUN 5 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Files
Copies - Morgan
Klabre
acting

It is further agreed that the Bear Creek Valley Sanitary Authority shall assume the responsibility for any valid claims from the prime contractor resulting from the delay in changing the size of pipe to be placed under the Interstate 5 Interchange as aforesaid.

BEAR CREEK VALLEY SANITARY AUTHORITY

By Bruce I. Bowers

COUNTERSIGNED:

Manager

cc: Mr. Glenn Jackson
Mr. William Brown

BEAR CREEK VALLEY SANITARY AUTHORITY Jackson County, Oregon No. 38

To the Treasurer of
Jackson County, Oregon

Copy

Medford, Oregon May 29 1967

Pay to the Order of State of Oregon Highway Department $4,000.00

Four Thousand and no/100---------- Dollars

BEAR CREEK VALLEY SANITARY AUTHORITY

By B. I. Bowers
Chairman, Board of Directors

Audit _____

Countersigned By
Manager

RECEIVED
JUN 9 - 1967
FOR FILING

BEAR CREEK VALLEY SANITARY AUTHORITY

POST OFFICE BOX 1701
MEDFORD, OREGON 97501

June 1, 1967

Mr. L. R. Chandler
Division Engineer
Oregon State Highway Department
1523 S. E. Cobb Street
Roseburg, Oregon

Dear Mr. Chandler:

This letter will confirm your conversation with Mr. Bruce Bauer of this date to the effect that the Sanitary Authority will accept the 48 inch concrete sewer pipe under the North interchange at Medford of Interstate 5.

Would you kindly return the $4,000.00 draft to this office.

We sincerely appreciate your consideration in this matter.

Very truly yours,

BEAR CREEK VALLEY SANITARY AUTHORITY

MANVILLE M. HEISEL

MMH:pg

RECEIVED
JUN 7 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Draft mailed to Mr. Heisel 6/2/67
PRC

RECEIVED
JUN 7 - 1967
FOR FILING

15-1149

6960

REFERRED TO 6-6-67
By Asst. State Hwy. Engr

NOTED
R. L. PORTER

June 1, 1967

Mr. G. J. Gutjahr
City Manager
Medford City Hall
Medford, Oregon

Re: Bear Creek Valley Sanitary Authority

Dear Mr. Gutjahr:

In response to your letter of May 31, 1967, directed to Mr. Bruce Bauer, Chairman of the Bear Creek Valley Sanitary Authority, the Board of Directors of the Authority conferred by phone with Mr. Sid Lasswell of CH2M.

It was decided by the Board of Directors that although a 48 inch sewer line under the interchange is smaller than originally planned by the engineers and will reduce the fall in an amount that will necessitate some additional engineering to compensate, in the interest of expediting the project and in making every effort to cooperate with the City of Medford the 48 inch pipe now on the site should be used instead of increasing the size.

Mr. Chandler and Mr. Brown have both been notified of this decision.

The Bear Creek Valley Sanitary Authority requests, however, that the 48 " pipe be laid on the grade indicated in the 1965 study of Cornell, Howland, Hayes and Merryfield (0.0044) and that the flow line elevation be set as near as possible to agree with Plate A-3 of the said 1965 report.

We appreciate your promptness in offering to bring the matter before the June 1 Council meeting to assist in expediting the matter without further delay.

Porter

Very truly yours,

BEAR CREEK VALLEY SANITARY AUTHORITY

By

RECEIVED
JUN 5 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 5 1967
OREGON
STATE HIGHWAY COMMISSION

MMH:pg
cc: Glenn Jackson
L. R. Chandler
William Brown

RECEIVED
JUN 1 - 1967
FOR FILING
12 1111
6760

NOTED
F. B. KLABOE

CON RSB 2 6-1-67 8-30 AM

BOND

WE HAVE IN OUR HANDS A CHECK IN THE AMOUNT OF $4000 FROM THE BEAR CREEK VALLEY SANITARY AUTHORITY FOR 60 INCH PIPE. WE WILL SUBMIT IN TONIGHTS MAIL.

MORRISON

PM 17 68.

6-1-67 rm
cc- F.B. Klaboe

Note
Whole deal cancelled and we will put in the planned 48" pipe according to Chandler 9AM 6-1-67. JBK.

JB

ROUGH DRAFT
May 31, 1967

for Cozen / please file

Bruce
Mr. A. Bauer, Director
Bear Creek Valley Sanitary Authority
47 South Riverside
Medford

Dear Mr. Bauer:

You have requested that a planned 48-inch sewer pipe ~~to be installed~~ installation at Station "BR" 9+60 to 11+60 on our current Biddle Road Interchange contract be increased to a 60-inch size pipe. Confirming the information given to you by Division Engineer Chandler last Monday, this is to advise that we will permit this substitution subject to the following requirements:

1) The Sanitary District is to reimburse the Highway Department for the direct contract costs of the difference between a 48-inch and the 60-inch installation. This has been estimated ~~xx~~ at $4,000 and an advance deposit in this amount must be submitted.

2) The Sanitary Authority is to submit a signed document stating that any additional costs to the project arising from delay in securing the 60-inch pipe will be borne by the District. I believe you are aware that the contractor has been ~~xx~~ ready to install the 48-inch pipe for several days and the change in size creates a delay which may affect the cost of the project.

3) Written approval of the City of Medford consenting to the change in size is to be submitted to the State Highway Department before the contractor will be instructed to proceed. This consent should also clarify the ownership status of the pipe and who is responsible for its presence on the State Highway right of way.

We urge prompt compliance with the above matters so that interference with the contractor's progress will be held to a minimum.

Very truly yours,

JAB:sg
cc: F.D. Morgan

RECEIVED
JUN 8 - 1967
FOR FILING
12 11 41
L-966
REFERRED TO
admin
BY SECRETARY

MANVILLE M. HEISEL
ATTORNEY AT LAW
308 MEDICAL CENTER BUILDING
MEDFORD, OREGON 97501

AREA CODE 503
TELEPHONE 773-4862

May 29, 1967

State of Oregon
Highway Department
1523 S. E. Cobb
Roseburg, Oregon

Attention: Mr. L. R. Chandler
Division Engineer

Dear Mr. Chandler:

Enclosed herein is draft No. 38 in the sum of $4,000.00 drawn on the Bear Creek Valley Sanitary Authority, Jackson County, as a deposit against the payment of the following obligation herewith assumed by the Authority:

(a) The difference in cost between 220 feet of 48 inch Class 4 Concrete Sewer Pipe and 220 feet of 60 inch Class 4 Concrete Sewer Pipe to be laid under the North Medford Interchange on Interstate 5 by M. C. Lininger and Sons, Inc.

(b) The shipping costs of returning the 220 feet of 48 inch Class 4 Concrete Sewer Pipe presently at the project site to the supplier and the cost of shipping 220 feet of 60 inch Class 4 Concrete Sewer Pipe from the supplier to the project site.

NOTED
F. B. KLABOE

RECEIVED
JUN 1 1967
OREGON
STATE HIGHWAY COMMISSION

It is further agreed that the Bear Creek Valley Sanitary Authority shall assume the responsibility for any valid claims from the prime contractor resulting from the delay in changing the size of pipe to be placed under the Interstate 5 Interchange as aforesaid.

BEAR CREEK VALLEY SANITARY AUTHORITY

By _____

COUNTERSIGNED:

_____
Manager

cc: Mr. Glenn Jackson
Mr. William Brown

RECEIVED
JUN 1 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 24 1967

FOR FILING

15-1149

6 f 6 1

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
May 22, 1967

SUBJECT: Crater Lake Interchange

To: Memo to the File

A Mr. Bruce Bower, Chairman of the Bear Creek Valley Sanitary District called today and informed me that his organization objects to the size of a pipe being installed underneath the Crater Lake Highway for future use as a sanitary sewer line. I have discussed the matter with Mr. Vernon Thorpe, City Engineer of the City of Medford and he advised me as follows:

1. During the location of this project the City requested the State to install a 60-inch sanitary sewer line under the highway for future use.

2. This was based on a report prepared by CH_2M.

3. The City did not agree with certain features contained in the CH_2M report and subsequently hired the services of Brown and Caldwell from San Francisco to provide them with a second report.

4. Brown and Caldwell have completed their report and have recommended to the City that a 48-inch pipe be installed.

5. The City has therefore requested us to install a 48-inch pipe. This work is all being done at the City's expense and, as far as I was able to determine, no other organization is contributing to the cost of the facility.

Mr. Bower wants a 72-inch pipe. I have informed Mrs. Gardner, secretary to Chairman Jackson, that she is to relay any calls from Mr. Bower to me.

In the event that Mr. Bower follows up with his request for a 72-inch pipe, I will advise him that we will increase the size of this pipe to 72 inches if the Bear Creek Valley Sanitation District will pay for the additional cost.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
L. R. Chandler

RECEIVED
APR 21 1967
FOR

15-1149

FORM E-30 50M 10-65

6960

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 18, 1967

To: Mr. F.B. Klaboe
Assistant State Highway Engineer

BUILDING

SUBJECT: Biddle Road (Medford) Interchange
Crater Lake Highway
Jackson County
Contract No. 6960
Salvage Tanks

Herewith our file which includes a proposed Price Agreement No. 3 for a lump sum payment in the amount of $2,260 to the contractor as the value of 10 underground gasoline storage tanks which were indicated on the plans to be removed by the contractor and become his property, but which were actually sold by the State along with other buildings and equipment prior to the time of construction.

We discussed this briefly last week, at which time the question was raised as to the amount the estate received when they sold this material. I find that the value of the tanks cannot be separated but the total amount received from the salvage sales on the three service station properties was $11,000.

You will note our file includes a March 8 opinion from Staff Attorney Johansen that the contractor has a valid claim. This project is still in progress. We recommend approval of the price agreement settlement.

F.D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Staff Assistant

JAB:sg
Attachment

cc: L.R. Chandler

NOTED
F. B. KLABOE

4-20-67

RECEIVED
MAR 14 1967
FORM E-80X—30M—2-66 SP*33500-734
FOR FILING

12-1149

6960

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 10, 1967

To: Mr. D. H. Moehring
Right of Way Engineer

Office

SUBJECT: Biddle Road Interchange (Medford)
Crater Lake Highway
Jackson County
Contract No. 6960
Contractor's Claim - Salvage
Value of Underground Tanks

Please find attached hereto our reply to John Bond with respect to the ten gasoline storage tanks which serviced three stations on the Biddle Road Interchange.

It is our understanding that we sold these tanks along with the rest of the service station equipment when the contract called for the contractor to remove these tanks as part of his clearing and grubbing contract. Under our Standard Specifications materials removed by the contractor on clearing and grubbing go to the contractor for whatever salvage he can obtain from them. In the present instance the contractor has made a claim against us in the sum of $4,274, which he claims he lost by reason of the state having sold the tanks before he had an opportunity to remove and salvage them.

It would appear somewhere along the line our property agents should be requested to check with Construction prior to selling underground tanks that may be included in the contract for removal by the contractor. Or, in the alternative, perhaps Construction should be advised that it is to our advantage if future contracts did not guarantee such storage tanks to the contractor.

FRANK C. McKINNEY
Assistant Counsel

NOTED
F. B. KLABOE

FCMcK:ks
attachment
cc: F. B. Klaboe
F. D. Morgan
G. E. Rohde

FORM S-502—SCH—2-66 SP°28500-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 10, 1967

To: Mr. John A. Bond
Staff Assistant

Construction Division

SUBJECT: Biddle Road Interchange (Medford)
Crater Lake Highway
Jackson County
Contract No. 6960
Contractor's Claim - Salvage
Value of Underground Tanks

I have for reply your letter of March 3 with respect to the above contract. Please find attached hereto a copy of Alan Johansen's analysis of the situation, with which I agree.

We do not express any opinion as to what the salvage value of the underground tanks would be, although Mr. Haskin had indicated a value in the vicinity of $1550 which he obtained from a service station supplier named Mr. Dyball. It is my understanding that Mr. Dyball is a resident of Salem and would probably be available if you desire to contact him on this matter.

FRANK C. McKINNEY
Assistant Counsel

FCMcK:ks
attachment

cc: F. B. Klaboe
F. D. Morgan
L. R. Chandler
D. H. Moehring
W. H. Haskin
G. E. Rohde

RECEIVED
MAR 7 - 1967

FOR FILING
15-1149
166

SP*23657-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 3, 1967

To: Mr. G.R. Rohde
Chief Counsel
BUILDING

SUBJECT: Biddle Road (Medford) Interchange
Crater Lake Highway
Jackson County
Contract No. 6960

Attention: Mr. Frank McKinney

M.C. Linninger and Sons, contractor on the subject project, have made a claim under the contract for $4,274 as the alleged value to them of 10 underground gasoline storage tanks which the project plans showed were in place on the right of way, but which have been sold by the State and removed by others.

Attached is a copy of Sheet No. 4 of the project plans, which shows the location and refers to the presence of these tanks. We assume the contractor is using as the basis of his claim a provision in Section 100-3.5 of our Standard Specifications, which states that "all materials...resulting from the clearing, grubbing, removal work, and cleaning up work shall become the property of the contractor...". A note on Plan Sheet 4 specifically mentions that the 10 fuel storage tanks were to be removed under clearing and grubbing.

Bids on this project were opened December 15, 1966. So far as we can determine, the tanks had not been removed prior to the bid opening date.

At this point, we are not primarily concerned with the amount of the claim, which we believe is excessive, but whether there is an obligation under the contract to make some settlement with the contractor. In accordance with our discussion of this morning, we are referring this matter to you for your advice as to whether we should accept any responsibility.

F.D. Morgan
Construction Engineer

NOTED
F.B. KLABOE

By John A. Bond

John A. Bond
Staff Assistant

JAB:sg
Attachments
cc: ~~F.B. Klaboe~~
L.R. Chandler

RECEIVED
OFFICE OF

RECEIVED
JAN 31 1967
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
Roseburg
KENNETH N. FRIDLEY, MEMBER
Wasco
DAVID B. SIMPSON, MEMBER
PORTLAND

15-1149
1.60

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 27, 1967

RECEIVED
JAN 27 1967
OFFICE OF
STATE HIGHWAY ENGINEER

City of Medford
City Hall
Medford, Oregon 97501

Attention: Vern Thorpe
City Engineer

Re: Sanitary Sewer Adjustments
Biddle Rd. (Medford) Interchange Sec.
Crater Lake Highway
Jackson County

Dear Sir:

Reference is made to my letter dated January 20, 1967, which set forth the extent of conflict of your facility with the subject project, and the meeting held between the Oregon State Highway Department and your office on January 11, 1967.

My letter stated in paragraph 3 that the State would reimburse the City for 70.7% of the cost for adjusting item number one (495 feet of 24-inch sewer pipe). This statement is in error because this conflict is being adjusted by the State's contractor not the City of Medford. The paragraph should be amended to read:

> "In connection with item number one of the conflicts, the City will reimburse the State for 29.3% of the total cost of adjusting this item. The remainder of the actual cost will be borne by the State."

NOTED
F. B. KLABOE

Paragraphs 4 and 5 of my letter are rescinded as no estimate and sketch map are required.

If the amendment of paragraph 3 and the rescission of paragraphs 4 and 5 are acceptable, please sign below and return one copy.

Very truly yours,

G. E. ROHDE
Chief Counsel

By
JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:ja

cc: F. B. Klaboe
L. H. Young
C. H. Maison
T. J. Litchfield
L. R. Chandler
B. E. Brown
J. E. Holcomb

The City of Medford hereby approves the above:

_____

RECEIVED
JAN 27 1967
COMMISSIONERS
FOR FILING

GLENN L. JACKSON, CHAIRMAN
Portland
KENNETH H. FRIDLEY, MEMBER
Wasco
DAVID B. SIMPSON, MEMBER
Portland
FLOYD QUERY, SECRETARY
Salem

15-1144

6961

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
January 26, 1967

FORREST COOPER
State Highway Engineer
R. L. PORTER
Deputy State Hwy. Engr.
G. E. ROHDE
Chief Counsel

M. C. Lininger & Sons, Inc.
P.O. Box 1145
Medford, Oregon 97501

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 6960 for grading, paving, structure, signing and illumination on the Middle Road (Medford) Interchange Section of the Crater Lake Highway in Jackson County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Encl.

cc United Pacific Insurance Company
Portland Branch Office
415 S. W. 10th Avenue
Portland 5, Oregon

United Pacific Insurance Company
Fidelity & Surety Department
P.O. Box 1216
Tacoma 1, Washington

RECEIVED
MAR 1 - 1967
FOR FILING

15-1149
6960

Bid Rec 15

January 13, 1967

M.G. Liminger & Sons, Inc.
P.O. Box 1145
Medford, Oregon 97501

Gentlemen:

The State Highway Commission on December 19 accepted your proposal for grading, paving, structure, signing, and illumination on the Biddle Road (Medford) Interchange of the Crater Lake Highway in Jackson County for the sum of $589,377.40 and referred it to the State Highway Engineer with authority to award the contract as soon as necessary right of way is acquired.

Clearance has been received and the State Highway Engineer today awarded you the project which has been assigned Contract No. 6960. Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin January 25, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm
Encls.

cc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

L.R. Chandler
Bill Brown L.H. Young
Frank Morgan I.D. Merchant
C.D. Matthis (SIAC)

RECEIVED
DEC 16 1966

15-1149
6960

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 15, 1966

To: Mr. R. L. Porter
Deputy State Highway Engineer

B U I L D I N G

SUBJECT: File No. 39808-Huggins
Biddle Road Interchange
Crater Lake Highway
Jackson County

As Mr. Huggins was in an all-day meeting yesterday I waited until today to contact him. He requested again that everything possible be done to expedite his check after I explained the reason for the delay. The title policy was ordered yesterday from Oregon Title Company so I asked Mrs. Kanz to check with them this morning and ask for top priority. They told Mrs. Kanz the policy had been mailed last night, so we believe the check will be mailed this week.

G. E. ROHDE
Chief Counsel

John R. Oakes

John R. Oakes
Assistant Right of Way Engineer

NOTED
R. L. PORTER

JRO:CE

cc: G. E. Rohde
L. W. Riley

RECEIVED
DEC 15 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 15 1966
SP*23401-734

FOR FILING

15-1149

6160

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 14, 1966

SUBJECT:

To: MEMO TO FILE

L

On this date, Chairman Jackson asked that I look into what is holding up payment to Mr. Huggins for right-of-way required on the Biddle Road job. There appears to be a squabble over who is to furnish title insurance.

I have asked John Oakes to call Mr. Huggins and explain the matter to him.

R.L.P.

R. L. Porter
Deputy State Highway Engineer

RLP:ms
cc Forrest Cooper
Victor D. Wolfe
D. H. Moehring

DEPARTMENT
DEC 7 - 1966
15-1149
6960

December 6, 1966

Jackson County Court
Courthouse
Medford, Oregon

MISC. CONTRACTS and AGREEMENTS No. 2209

Gentlemen:

We are enclosing for your files a fully executed copy of a construction agreement covering the Biddle Road Interchange Section of Crater Lake Highway No. 22 in Jackson County.

A fully executed copy of this agreement has been sent to the City of Medford, and a fully executed copy has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

lmr
Enclosure

cc: H. S. Cox
Attn: D. N. Harwell
(Executed Copy)

RECEIVED
OCT 28 1966
ROUTING

15-1149

6760

October 28, 1966

Mr. Dorance Hayes
McComas Enterprises
2900 Barnett Road
Medford, Oregon

Dear Mr. Hayes:

Reference is made to our recent telephone conversation concerning the location of the frontage road to the Huggins, Leever and Whalen property in the vicinity of the Biddle Road Interchange.

I have looked into the matter and find that we have completed our dealings with the owners of this property on the basis of the original design. Furthermore, we feel that to allow the construction of a service station as close to the Biddle Road connection to the Crater Lake Highway as you suggest would tend to complicate the traffic patterns.

Under the circumstances, I must advise you that the plan as originally proposed is fixed in that we cannot make any changes at this date.

Thank you for bringing this matter to our attention.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

FBK:arb

cc: Forrest Cooper
Victor D. Wolfe
D. H. Moehring
R. L. Porter
F. D. Morgan
L. R. Chandler

RECEIVED
SEP 16 1966

FORM E-30 50M 10-65 SP*23401-734

FOR FILING

Court
R/W
Co. Rds. - Jackson

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 25, 1966

SUBJECT:

To: MEMO TO FILE

On this date, Dorance Hayes of Medford called re the Biddle Road Interchange. He stated that he represented the J. C. Penney Co. and others, who are anxious to get started on a large shopping center and stated that Mr. Jackson had told him to call me for a set of the plans.

I told Mr. Hayes that I was sorry we had not as yet been able to come up with an acceptable plan but were working on it and hoped to have something in the next few weeks.

Forrest Cooper
State Highway Engineer

FC:fn

cc R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. R. Chandler

RECEIVED
AUG 26 1966
FOR FILING

15-1149

1960

992

Salem, Oregon 97310
August 25, 1966

Biddle Road Interchange

Mr. D. J. Barbee
Assistant Construction Engineer
BUILDING

Please attempt to have a reappraisal made of the proposed interchange at Biddle Road. I would like to have this prior to September 1.

F. B. Klaboe
Assistant State Highway Engineer

FBK:erb

cc: Mr. Victor D. Wolfe

RECEIVED
AUG 12 1966
FOR FILING

FORM E-701 FOM 3-66 SP*23500-734

15-1149

6960

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

August 10, 1966

To: MEMO TO THE FILE

SUBJECT: Biddle Road Interchange Section
Crater Lake Highway
Jackson County

Yesterday Mr. Mitchell informed me that the total appraised valuation on all the property we are proposing to buy for this interchange is $850,000, whereas we had given Mr. Young a programing estimate of $325,000.

I checked with the District Office to find the reason for this discrepancy and found that the estimate used for programing had been a very hurried estimate without the estimator having a chance to check sales in the immediate vicinity.

Today Mr. Young, Mr. Barbee and I gave these figures to Mr. Klaboe. Mr. Klaboe has requested that the cost of an alternate plan that would not take the three service stations be investigated before we proceed any further with the acquisitions on this project.

I have requested Mr. Saling not to proceed on any of the files optioned until further notice; however, file 39404 has already been accepted at $52,000. The District Office was also requested to hold any further action on these acquisitions.

John R. Oakes
Assistant Right of Way Engineer

JRO/ce
cc F. B. Klaboe ✓
L. H. Young
G. E. Rohde
D. J. Barbee
Earl F. Saling
L. W. Riley
Carl Schmidt
M. R. Mitchell

RECEIVED
AUG 8 - 1966
FOR FILING

15-1149

Memo to Files
~~August 4, 1966~~
RE; Biddle Road Interchange
Crater Lake Hwy. No. 22

C760

NOTED
F. B. KLABOE

On August 3, 1966, Jay Boyd, Phil Preston, John Holcomb, and Si Cox met with City Manager G. J. Gutjahr, City Engineer Vern Thorpe, City Attorney E. Roy Bashaw, and Robert Lee, Utilities man for Medford. Purpose of the meeting was to discuss reason for refusal of Medford to sign the Biddle Road agreement.

I opened the discussion by stating that it was State's intent to present to them as nearly as possible a standard agreement and that after study of the agreement that had been presented to them, we all agreed that several revisions were in order. I then read to all assembled the proposed revisions, namely, providing for State to pay for moving of City-owned utilities located on city streets and on private land (by easement) and also providing for City to present bills for said moving of utilities to State.

Considerable debate developed regarding the agreement of 12/12/60. Under this agreement State paid (so City said) for moving of all utilities. It is the contention of the city that Biddle Road is only an extension of the 12/12/60 agreement and, as such, all utilities must be moved at State expense.

This palaver was finally resolved by agreeing that the city attorney would direct a letter listing all of City's reasons for insisting on an extension of the 12/12/60 agreement and that, in turn, County and City Division would revise the proposed agreement and resubmit to City and County. In the meantime our legal people must determine legality of City's contentions. I would suggest that the key to this problem might be found on page 4, paragraph 2, under THINGS TO BE DONE BY CITY and also on page 5, paragraph 6.

I did indicate to the city people that the State would not, in my opinion, pay for any utility moving on Biddle Road northerly of Crater Lake Highway where it has remained undisturbed by the construction covered under the 12/12/60 agreement. This portion of road is by City's and County's admission under the jurisdiction of the county. That portion of Biddle Road southerly of Highway No. 22 is being maintained by City (County agrees with this).

Jackson An additional point of interest subscribed to by both City of Medford and ~~Josephine~~ County is that neither of these governmental bodies are anxious that this project be constructed at the present time. An urban traffic study is under way in this area and will be completed within two years and it is the thinking of these people that possibly this study may show a better remedy for the problem in this area. The Roads & Streets Committee of ~~Josephine~~ County also believes that present construction plans are premature.

Jackson

Si Cox
County and City Engineer

HSC:mm
cc: F. B. Klaboe
D. J. Barbee
Frank McKinney
L. R. Chandler
Ted Litchfield

RECEIVED
AUG 5 1966
OFFICE OF
STATE HIGHWAY ENGINEER

A

RECEIVED
JUL 6 1966
FOR FILING
Const
R/W
Co-Rds. - Jackson

July 6, 1966

Mr. R. R. Miller
2137 Pacific Avenue
San Francisco 15, California

Dear Mr. Miller:

697
938

Re: Biddle Road Interchange, Crater Lake Highway, City of Medford, Jackson County

Reference is made to your letter of June 18 requesting a sketch to clarify my letter of May 4. Enclosed are two prints of a portion of the hearing map for the proposed interchange between Biddle Road and the Crater Lake Highway which should clear up any confusion in interpretation of my May 4 letter. The dashed lines on the sketch map indicate existing roads, ramps and structures; the solid lines indicate our proposed new facility.

You will note that this is an interchange between Biddle Road and the Crater Lake Highway and that no revision is contemplated for the Crater Lake Highway-Interstate 5 Interchange. The problem exists between the through traffic on Biddle Road and the Crater Lake Highway, with the included Interstate 5 traffic being a secondary concern. The heavy projected traffic on Biddle Road and the City proposal to four lane it leaves little alternative to the "folded" design as shown. There is not adequate room for a diamond-type interchange, much less a full cloverleaf which you suggest.

Enclosed are copies of your original sketches for your review.

Very truly yours,

bc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. R. Chandler

Forrest Cooper
State Highway Engineer

By

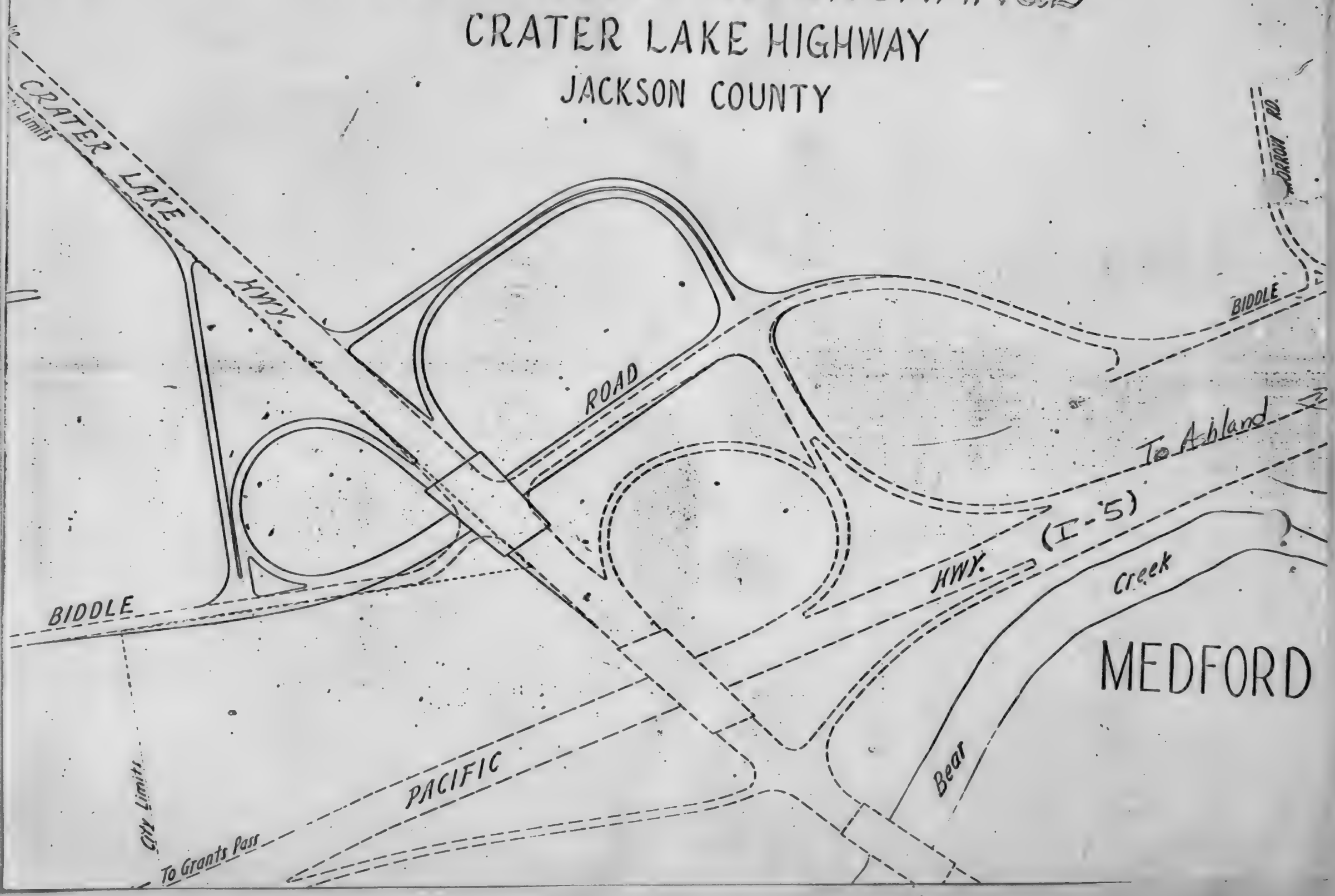
ADO:jr srb

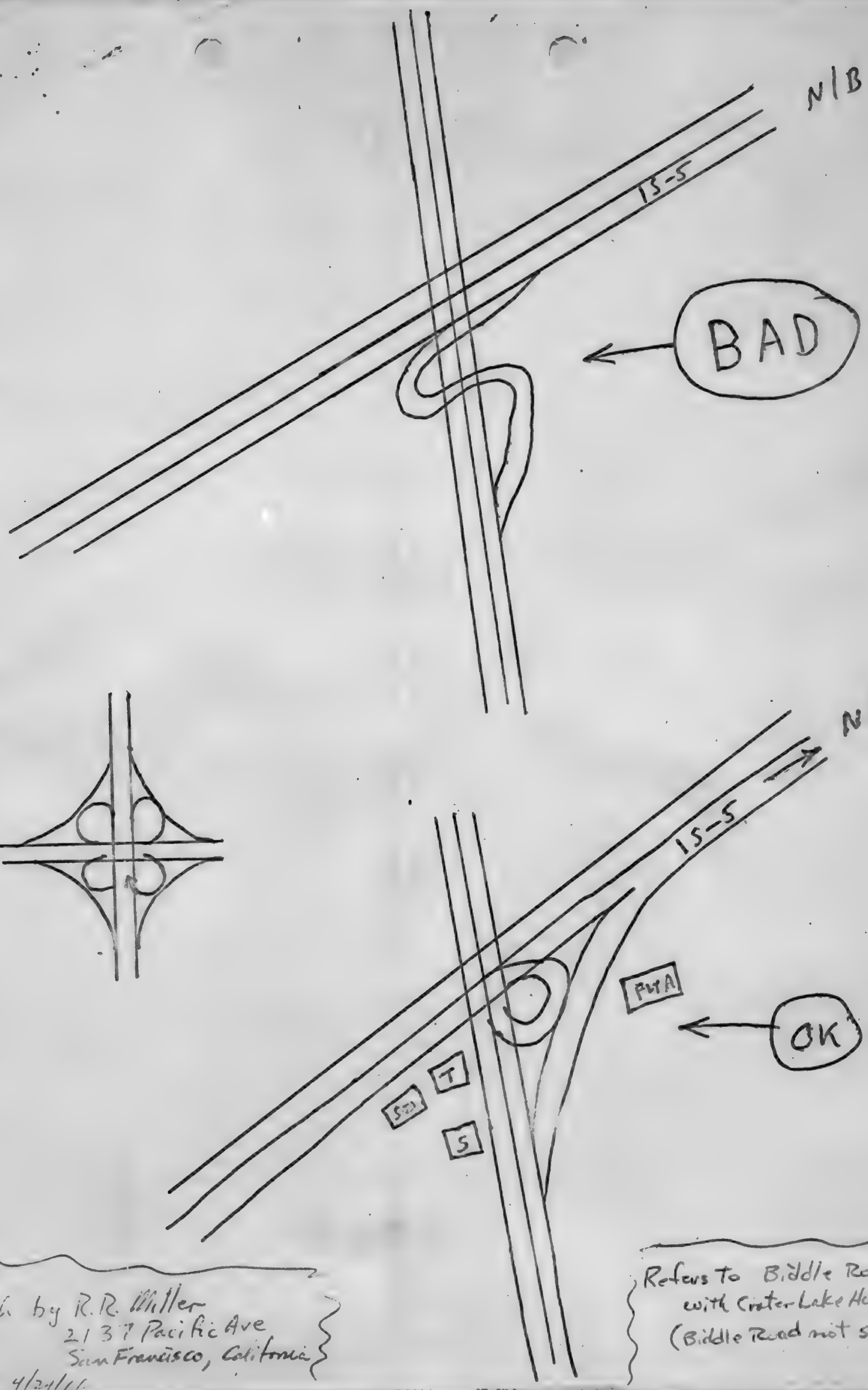
F. B. Klaboe
Assistant State Highway Engineer

Enc.

cc: Medford Chamber of Commerce (Enc.)

HEARING MAP
BIDDLE ROAD INTERCHANGE
CRATER LAKE HIGHWAY
JACKSON COUNTY

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T
S
Sketch by R.R. Miller
2137 Pacific Ave
San Francisco, California
by letter of 4/21/66
Refers to Biddle Road Int.
with Crater Lake Hwy.
(Biddle Road not shown?)

2137 Pacific Ave.
San Francisco 15, Calif.
June 18, 1966

State Highway Engineer
State Highway Dept
Salem, Oregon 97310

Attn: F. B. Klaboe

Gentlemen:

Re: my April 24th letter and your May 4th reply.... on subject of Crater Lake Highway and I.S. 5 in Medford area.

Read your letter ½ dozen times....still don't understand what you are trying to tell me.

Take a pencil and draw me a brief picture so it will be more clear. ....a picture like the one sent you.

Blank sheet of paper enclosed for your convenience. In one or two minutes you can better explain it on paper.

R R Miller
R. R. MILLER

CC: Medford Chamber of Commerce
304 S. Central,
Medford, Oregon

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan
Poste
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
JUN 21 1966
CONSTRUCTION
DIVISION

REC
JUN 2 3 1966
OFFICE
STATE HIGHWAY ENGR

Olson

RECEIVED
MAY 4 - 1966
FOR FILING
Coos
RIM
Coos-Jackson
697

May 4, 1966

Mr. R. R. Miller
2137 Pacific Avenue
San Francisco 15, California

Dear Mr. Miller:

Re: Middle Road Interchange, Crater Lake Highway, Jackson County

This is in reply to your critical letter dated April 24 concerning the proposed Middle Road Interchange on the Crater Lake Highway.

First of all, this interchange is being proposed to remedy a situation existing between Middle Road and the Crater Lake Highway—not to provide new connections to Interstate 5. The 90-degree turns you mentioned are now present for westbound traffic on the Crater Lake Highway wishing to go north on the freeway.

Secondly, our present design is a half-cloverleaf connecting Middle Road with the Crater Lake Highway. Your last paragraph lends the cloverleaf design.

It is believed the confusion over this design is the fact that it is thought to be a revision of the connection to Interstate 5. This is not the case. Due to traffic congestion at the grade crossing of Middle Road and the Crater Lake Highway, it has been proposed that a half-cloverleaf be constructed to alleviate the hazard. Interstate 5 is a completed portion of highway and no revision to it is proposed.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Medford Chamber of Commerce

Forrest Cooper
R. L. Porter
DNS:jp Victor D. Wolfe
srb F. D. Morgan L. R. Chandler (Enc.)

3352

APR 27 66

Klaton

Routing

Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan

RECEIVED
CONSTRUCTION
DIVISION

Litchfield
Olson

2137 Pacific Ave.
San Francisco 15, Calif.
April 24, 1966

State Highway Engineer
Division of Highways
Salem, Oregon

Re: IS-5 @ Crater Lake Jct
in Medford, Oregon

Gentlemen:

Last week while visiting Medford, Oregon it seems like everywhere I went the discussion was about the HORRIBLE mess your departments plans to make at the intersection of IS-5 and Crater Lake Hwy.

So I decided to look into it more.

At present, Crater Lake goes "over" the IS-5 freeway and at both ends, as I recall traffic is controlled by signals, about a block apart.

At the West end of the overpass I'm told no present plans are being developed to elininate the signals, but at the East side of the overpass I'm told you plan a "goofey" interchange which doesn't make any sense. A Shell, Texaco and Standard station (all recently built) would be removed. About $1,000,000 budgeted for the project.

As I understand the plans, W/B traffic on Crater Lake Hwy that wants to go North would do the following: Leave the highway via a right hand offramp....then make a 90° left turn under the overpass, then make a "U" turn to the right to merge in with N/B IS-5 traffic.

Who ever thot up that silly stunt in your department should be promptly FIRED!

Why should a motorist be required to make two extra 90° turns when only one is required to do the same thing ?

A Flying A station on the N/E corner I've been informed would naturally benefit by such stupid construction....since it will wipe out 3-stations across the street....his competition.

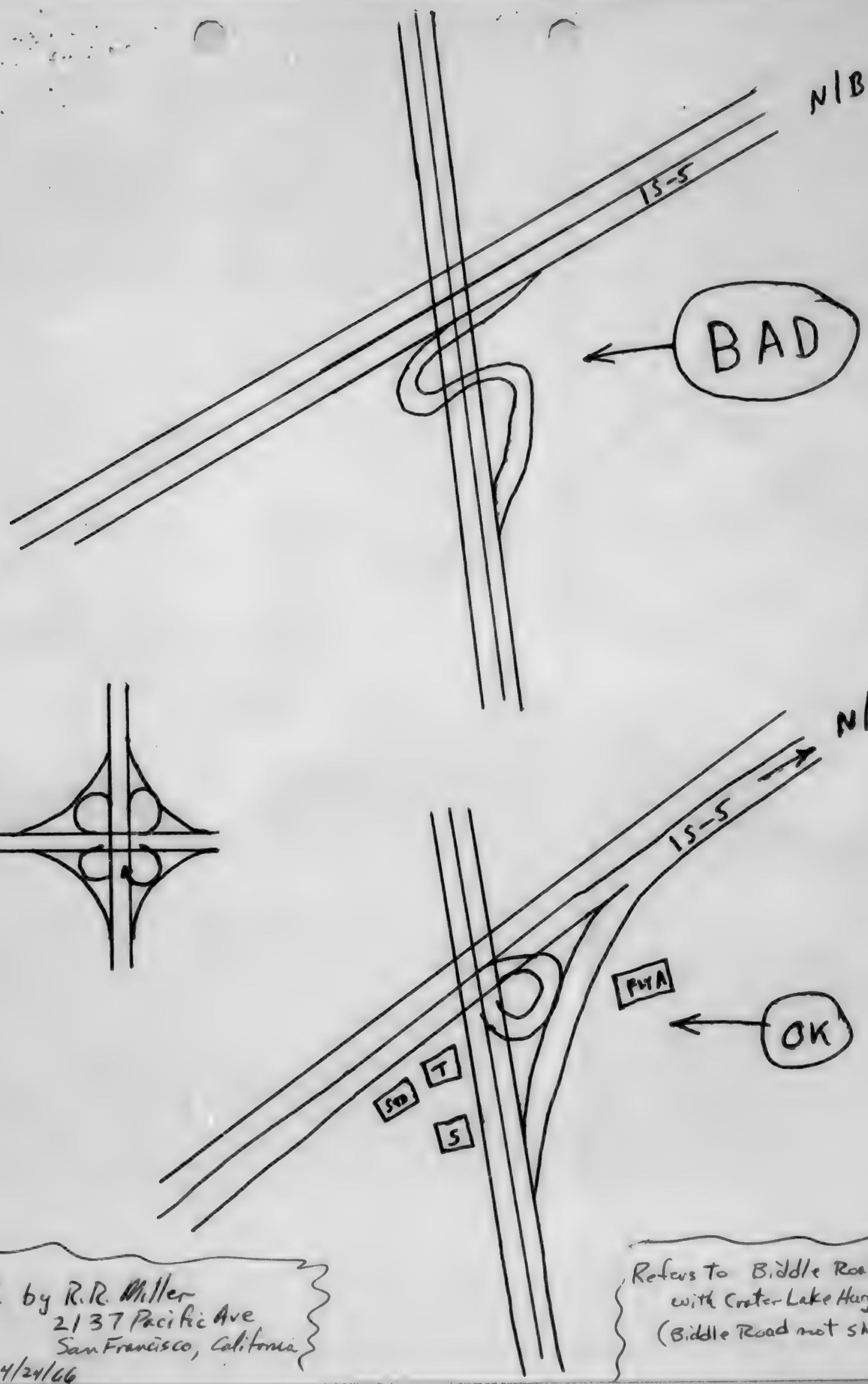
On and off ramps should follow a "UNIFORM" pattern thruout the NATION to avoid driver confusion and accidents. Diamond shape and cloverleaf interchanges serve a far more useful purpose than the mess you plan im Medford and I STRONGLY PROTEST the waste of taxpayers money on IMPROPER designs. There is adequate room to design a right turn exit onto N/B IS-5 ....so why not do it ?

See drawings attached:

R. R. Miller
R. R. MILLER

CC: Medford Chamber of Commerce
304 S. Central, Medford, Ore

Bureau of Public Roads
W.D.C.



Sketch by R. R. Miller
2137 Pacific Ave
San Francisco, California
by letter of 4/24/66

Refers to Biddle Road Int.
with Crater Lake Hwy.
(Biddle Road not shown?)

RECEIVED
JUL 1 1966
FOR FILING

Number 15-1149
Jan 6, 1960

Mr. [illegible]
[illegible] District
[illegible] of Public Roads
[illegible] N.E.
Salem, Oregon

Safety Improvement Inventory

Dear Sir:

[illegible] for three Hazard-Elimination Safety Improvement [illegible]. The projects were selected on the basis of [illegible] and [illegible] in providing adequate relief for [illegible] accidents. A copy of the Safety Improvement data is enclosed.

1. Vancouver Interchange Section (MP 6.12) of the [illegible] Highway, F-P [illegible], in Linn County.
   Estimated Cost - $75,000.

2. [illegible]-East City Limits (3 mi.) Section (MP 5.00 to 7.[illegible]) of the Interstate Highway, F-P 5, in Linn County.
   Estimated Cost - $7,[illegible]7,000

3. [illegible] to [illegible] (Medford) Interchange Section (MP 0.[illegible] to [illegible]) of the Crater Lake Highway, F-P [illegible], in Jackson County.
   Estimated Cost - $770,000

These projects are included in our May 1966 Highway Safety Improvement Inventory of Hazardous Locations.

We hereby request that the State be given credit for these Safety Projects on the first quarter of the current four-year program. The total estimated cost of the project is $3,612,000.

Very truly yours,

Forrest Cooper
State Highway Engineer

By
L. [illegible] Yo[illegible]
Office Engineer.

cc: F. P. Crandall
O. [illegible] Jacobson
F. L. Clifford
[illegible]. M. Chase

RECEIVED
JUL 12 1966
FOR FILING
12-1149
6960

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

June 27, 1966

To: Mr. F. D. Morgan
Construction Engineer
CONSTRUCTION
Attention: A. D. Olson

SUBJECT: Biddle Road Estimate
Pacific Highway
Jackson County

At one time you requested a right of way estimate for the balance of the properties between Biddle Road and the Pacific Highway south of Station 728+50. We have an estimate as follows:

Crater Lake Interchange to McKndrews Road -

$235,000

McAndrews Road to the south end -

$95,000

Total - $330,000

NOTED
F. B. KLABOE

G. E. ROHDE
Chief Counsel

RECEIVED
JUL 1966
OFFICE OF
STATE HIGHWAY ENGINEER

John R. Oakes
Assistant Right of Way Engineer

JRO:JP

Routing

Morgan
Decker
Bond
Barboo
Walker
Glenn
Swan

Morelock
Scott
Litchfield
Olson

RECEIVED
JUL 1966
CONSTRUCTION
DIVISION

RECEIVED
JUN 17 1966
FOR FILING
15-1149
6960

June 16, 1966

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the July 14 meeting will be a supplemental throughway agreement with Jackson County and the City of Medford pertaining to the Biddle Road Interchange Section of the Crater Lake Highway and the Pacific Highway (I-5) in Jackson County.

This agreement provides for construction of the interchange and connections to the Crater Lake Highway and for a structure over Biddle Road (Jackson County road).

Upon completion of the project, the State will assume maintenance, jurisdiction, and control of the structure, interchange, and its connections within the access control area of the throughway to be constructed as part of the project.

The project is proposed to be advertised for bid letting on July 26, and if satisfactory bids are received and no other complications arise, the contract would be under construction around mid-September.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
H. S. Cox
L. H. Young
F. D. Morgan
L. R. Chandler

HSC:mm fn

RECEIVED
JUN 1 - 1966
FOR FILING

15-1117

OREGON STATE HIGHWAY DEPARTMENT

TO: MEMO TO FILES

SUBJECT: Crater Lake Hwy Int Ther (Biddle Road) City of Medford & Jackson County

FROM: Co-City (D.W. Harwell)

DATE: May 27, 1966

On May 10 agreements were sent to Jackson County for consideration & approval, and forwarding to City of Medford, regarding the proposed subject project.

On May 26 I contacted Mr. Bob Carstensen, Co Engnr., and was informed that the County would act accordingly as the City will meet on June 2 for consideration.

I then called Verne Thorpe in Mr. Bob Dott's absence from the City & he related that City Council will act on June 2 & request we give a close look at the 24" sewer line under Hwy 22 at Biddle Rd. to be relocated under the proposed project. He mentioned the probability of Bear Creek Sanitation coming along in the next few years with a 54" line & possibly we could provide for its installation now. This I told him should be discussed in Div. 3 (Roseburg) but City or others would probably have to pay the difference if such installation was feasible at this time.

cc: F.B. Klaboe - F.D. Morgan - L.R. Chandler

D.W. Harwell
(SIGNATURE)

PLEASE REPLY HERE

RECEIVED
JUN 2
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

CC: _____ _____ _____
(SIGNATURE) (DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1st 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

2

FORM E-123X 50M 4-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

RECEIVED
MAY 1966

15-1149

6160

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 26, 1966

NOTED
5-31-66

Medford Water Commission
City Hall
Medford, Oregon 97501

ATTENTION: Mr. Robert L. Lee

Re: Water Main Relocation
Medford Water Commission
Biddle Road Interchange
Crater Lake Highway - Jackson County
State Project

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of May 13, 1966, have been approved by the State. This is with the understanding that the State's share of relocating the 10" and 8" main on the Crater Lake Highway and Biddle Road will be 58.4% of the actual cost of this work. You are hereby authorized to proceed with this work as of May 26, 1966.

Since you are not equipped to perform all of this work with your own forces, the contract method is approved. Prior to awarding the contract, please send us the tabulation of bids so that we may concur in the award. Also, indicate your approval, if you agree, that the State will reimburse the City on the following basis for this project:

Description of Conflict	% State to Reimb.	City's Estimate	State's Share
10" and 8" water main on) Crater Lake and Biddle) Road Highways)	58.4%	$8,071.75	$4,713.90
6" water main near BR Line	100%	$3,940.50	$3,940.50
		State's Share of City's Estimate	$8,654.40

Prior to beginning work you are requested to do the following:

(1) Please contact Mr. R. L. Lammert, District Maintenance Superintendent, 2692 N. Pacific Highway, Medford, Oregon 97501, Phone 773-3935, in regard to obtaining a permit for crossing or relocating on State Highway right of way.

(2) Contact Mr. Bill E. Brown, Resident Engineer, P. O. Box 368, Medford, Oregon 97501, Phone 773-4198, at least three days prior to beginning work so that your work may be coordinated with that of the State's contractor.

Reimbursement for work performed by City forces subsequent to May 26, 1966 will be made subject to the provisions of PPM 30-4 and all supplements thereto upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

By

Phil G. Preston

(for) T. W. Litchfield
Utilities Liaison Engineer

PGP:bjm

cc: F. B. Klaboe
L. H. Young (2)
C. H. Maison
L. R. Chandler
Bill E. Brown
R. L. Lammert
J. E. Holcomb

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123X 50M 9-64

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

15-1141

6460

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 13, 1966

Mr. Robert L. Duff
City Manager
City Hall
Medford, Oregon

Dear Bob;

Under date of May 11 we received a letter from Mr. J. B. Boyd, Assistant Division Engineer, regarding a recent discussion with you on the following matters:

1. Barnett Road Interchange (signing), as he indicated is against our policy to include more than two destinations on a sign. However, this is being studied further.

2. Medford Viaduct Agreement, is and has been in the hands of the [illegible] offices of the Bureau of Public Roads for some time; we would hope to get a reply as to their approval or rejection within the next month or so.

3. Crater Lake Interchange (including Biddle Road connections) Agreement, was mailed to Jackson County on May 10 for consideration and forwarding to you for City Council approval. We trust the County and City will take action on this matter at their earliest convenience.

We appreciate your interest in these and other matters and if any questions arise please feel free to contact this office.

Very truly yours,

H. S. Cox
County and City Engineer

By

D. N. Harwell
D. N. Harwell
Assistant Engineer

DNH:nr

cc: L. R. Chandler

bc: F. B. Klaboe
V. D. Wolfe
L. H. Young

RECEIVED
APR 22 1966
FOR FILING

15-1149

(-9(-0

April 20, 1966

Mr. Floyd Summers, Chairman
Roads and Streets Committee
Medford Chamber of Commerce
304 South Central Street
Medford, Oregon

Dear Mr. Summers:

On April 6 I attended a meeting of your Committee at which time various members presented alternate suggestions for the design of the Biddle Road Interchange. I will list the items suggested and comment on them individually.

1. Of major concern was the number of lanes to be constructed underneath the new Crater Lake Highway structure. It was the opinion of several people in the audience that we should construct at least five lanes under the structure in order to provide for a left-turn refuge to serve the Witham truck stop. We have investigated this matter and find that it will not be necessary to construct five lanes under the structure in order to provide such a refuge. It can be done at some time in the future if it ever becomes necessary to do so. As also suggested, we have changed our design in the area so as to provide four full lanes past the intersecting point of Biddle Road and the westbound leg connecting Biddle Road from the Crater Lake Highway.

2. It was suggested that we substitute the improvement of Hilton Road for the proposed westbound connection between the Crater Lake Highway and Biddle Road. We have investigated this and do not believe that it is the best solution to the problem. Hilton Road is already crowded with accesses and more commercial development is taking place. We feel that to use it as an off-ramp between the Crater Lake Highway and Biddle Road would lead only to congestion and difficulties. As I stated, we are trying to do the best job within our economic limitations. The leg should be one way and have no access.

3. It was also suggested that we make the southeast quadrant loop much larger in order to save one or more of the service stations that exist in this area. Again, we feel that this important leg of the interchange should be left completely uncluttered. To follow the suggestion and allow access to this loop would only complicate traffic movements and lead to the same kind of bottleneck that we already face on Biddle Road.

4. It was also suggested that we allow access from the Huggins' property to this southeast loop. This would result in the same type of complications mentioned under members 2 and 3 above.

5. It was also suggested that we give more attention to the intersection of the northbound off-ramp and Biddle Road. The assumption here was that the Disco Center attracts many customers at times of sale and traffic might back up this ramp onto the freeway. We have provided for a free right-hand movement (after stopping) and this is about as good as we can do here. Traffic may back up on rare occasions; however, it is a situation for which we can find no complete solution within the economic limits with which we are restrained.

6. It was stated by some of those in attendance that it was the City and County's proposal to eventually four lane Biddle Road northerly of this intersection to a terminus in Central Point and an intersection with the freeway. Prior to attending your meeting, I had not had the opportunity of traveling Biddle Road but did look into it after the meeting. I find that Biddle Road turns westerly in the vicinity of the airport to eventually connect with Table Rock Road. Table Rock Road then continues on northerly and, I presume, your plan would be for the improvement of the combination of these two arterials. Looking over Table Rock Road, I found that a very congested situation with homes, stores, industries, et cetera, stretched along it for its entire length. Certainly the proposal you envision has a great deal of merit. Moreover, I feel that the facility we are providing here would fit very well into your plan.

In conclusion, we will follow your suggestion concerning extending the four-lane section northerly and we have determined that it would be possible for someone in the future to construct a refuge lane to serve the Witham truck stop.

We respectfully submit that the remaining suggestions are either too expensive or would not be doing an adequate job of providing the service needed.

The matter of our design will be placed before the State Highway Commission at its April 21 meeting for their consideration. Following that, we will present agreements along the lines described above to both the City and the County for their approval.

Thank you for inviting me to discuss these matters with you.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klabee
Assistant State Highway Engineer

FBK:mrb

cc: Forrest Cooper
R. L. Porter
F. B. Morgan
M. S. Cox
L. R. Chandler

maps + sketch not sent.

RECEIVED
APR 14 1966
FOR FILING
215-1149
6960

April 14, 1966

Oregon State Highway Commission

Gentlemen:

The survey on the Biddle Road Interchange section of the Crater Lake Highway in Jackson County has been completed. A public hearing on this interchange was held on March 22, 1966. There were numerous suggestions made at this hearing including a redesigned interchange submitted by the Texaco Company which carried Biddle Road traffic over the top of the Crater Lake Highway. This design was very similar to one we previously studied and discarded for various reasons in favor of the undercrossing of the Crater Lake Highway.

The length of this section is .39 mile and I am attaching a map for your information. You have previously approved $770,000 for construction and $200,000 for right-of-way on the 1966 State Construction Program.

We recommend your approval of this survey and request authority to purchase the necessary rights-of-way. This matter will be on the agenda for your consideration at the April 21 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
D. H. Moehring
L. R. Chandler

DJB:rw fn

Enc.

RECEIVED
APR 14 1966
COMMISSIONERS

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH MOORLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
April 13, 1966

Mr. A. W. Parsons, Division Engineer
Bureau of Public Roads
477 Cottage Street NE
Salem, Oregon

Dear Sir:

Under date of March 4, 1966, the Medford City Council was notified by letter of the Oregon State Highway Commission's proposed plans for right of way acquisition for the Biddle Road Interchange Section of the Crater Lake Highway.

The letter advised that a hearing would be held in the Jackson County Courthouse Auditorium in Medford, Oregon, on Tuesday, March 22, 1966, beginning at 2 p.m. and would be preceded by informal informational hearings on Monday, March 21, 1966, from 9 a.m. to 9 p.m. and on Tuesday, March 22, 1966, from 9 a.m. to 12 noon at the Jackson County Courthouse Auditorium in Medford.

Public notices were published in the Medford MAIL TRIBUNE on Thursday, March 10, 1966, and on Thursday, March 17, 1966.

Copies of all correspondence on this matter and a transcript of the hearing are enclosed.

This certifies that the State Highway Department has held a public hearing in a convenient location for the purpose of enabling persons affected by this project to express opinions as they desire pertaining to the proposed location of this section of highway and that the State Highway Department is considering the economic effects of the location in the light of the matters presented at the hearing.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

H. S. Cox
H. S. Cox
County and City Engineer

NOTED
R. L. PORTER

DNH:mm
Att.
bc; R. L. Porter, F. B. Klaboe, Victor Wolfe,
G. E. Rohde, F. D. Morgan, L. H. Young,
J. E. Morelock, H. W. Chase, L. R. Chandler

RECEIVED
APR 4 1966
FOR FILING

GLENN L. JACKSON, CHAIRMAN
KENNETH H. [illegible], WASCO
DAVID B. SIMPSON, MEMBER, PORTLAND
FLOYD QUERY, SECRETARY, SALEM

15-1147

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

Roseburg, Oregon
March 29, 1966

Mr. J. A. Chambers
Texaco Inc.
408 Barnett Road
Medford, Oregon 97501

Dear Mr. Chambers:

We have studied the plan which you offered at the public hearing March 22 in Medford and in your letter of March 28. The general plan is similar to one studied by the Highway Department and rejected for its undesirable features. This plan was referred to in the engineer's presentation at the hearing.

We appreciate your interest in highway design and solicit your future thoughts.

Very truly yours,

L. R. Chandler
L. R. Chandler
DIVISION ENGINEER

JBB:lf

cc: F. D. Morgan

NOTED
F. B. KLABOE

Routing

Morgan	Peck
Decker	Murdock
Bond	Trout
Barbee	Dean
Walker	Will
Olson	Litchfield
Swan	Olson

RECEIVED
MAR 31 1966
CONSTRUCTION
DIVISION

4-1-66
Copy to Klaboe
per Mr Morgan
2

RECEIVED
APR 1 1966
OFFICE OF
STATE HIGHWAY ENGINEER

TEXACO
INC.

PETROLEUM PRODUCTS

SAN FRANCISCO DIVISION

C. H. KELLY
DISTRICT SALES MANAGER

408 BARNETT ROAD
MEDFORD, OREGON 97501

March 28, 1966

Mr. L. R. Chandler
Division Engineer
OREGON STATE HIGHWAY DEPARTMENT
Roseburg, Oregon

Dear Mr. Chandler:

Attached please find one copy of the Biddle Road interchange reconstruction at Crater Lake Highway as proposed by the State Highway Department, and one copy of the alternate plan offered by Texaco, Inc.

The color codes are explained on each layout drawing. Since you are no doubt well aware of the workings of the interchange as proposed by the Highway Department, I will only comment here upon the working of the alternate proposal.

The flow of the traffic is indicated by the pencilled arrows shown on the drawing. Following are some of the features to be noted:

1. Crater Lake Highway will be separated by a median strip to eliminate any left turn movements from it.

2. Traffic crossing Crater Lake Highway will be elevated by means of an overpass and tunnelling under existing Crater Lake Highway will be eliminated. The elevated roadway will actually be Biddle Road relocated.

3. Need for a traffic signal at the intersection of Biddle Road & I-5 off-ramp should be eliminated if the need does not now exist.

4. Access to the property to the southeast would be provided as shown by the area in orange.

5. Access to the developed area in the northwest area would be allowed by the westerly legs connecting relocated Biddle Road with that section of old Biddle Lane which is to remain.

The advantages to the alternate proposal would be:

1. Access could be allowed to that area of property marked "1" and indicated on the attached layout.

2. Access could be allowed to that area of property marked "2" and indicated on the attached layout.

3. Access could be allowed to that area of property marked "3" and indicated on the attached layout.

4. Limited access would be necessary only at the ramps connecting Crater Lake Highway and Biddle Road relocated.

5. Ingress and egress to the property in the southeast would enhance the development of that area.

6. Due to the items listed above right-of-way property could be purchased at a considerable savings to the State since the greatest portion of necessary right-of-way would be undeveloped. Existing businesses and developments could remain as is, for the most part. No property owner would be prevented from developing at least the greatest portion of his property because of access limitations.

7. Elimination of a traffic signal might be possible.

8. Considerable savings in construction costs and time should be realized due to elimination of tunnelling under Crater Lake Highway and due to the fact that traffic may continue to use the intersection as it is at present while construction of new Biddle Road, and the grade separation, and off and on ramps are underway. Upon completion of new construction those portions of old Biddle Road to be deleted may be removed and the median strip placed along Crater Lake Highway.

It is felt that the above items outline the reasons for the alternate proposal by Texaco, Inc. The layout as indicated on the attached plan is rough and it is assumed that all curve radii, lengths of acceleration and/or deceleration lanes, and other critical design control data will be investigated by the Oregon State Highway Department.

If Texaco can be of any assistance, or if further information and/or clarification may be needed on any of the above, please do not hesitate to contact this office.

Thank you for your cooperation in this matter, and for the opportunity to present the alternate proposal for consideration and review.

Very truly yours,

TEXACO, INC.

J. A. Chambers

J. A. CHAMBERS

JAC:mac

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of 5 Pages

Section BIDDLE ROAD INTERCHANGE Highway CRATER LAKE (FA 269) County JACKSON Prefix 15-1(6)3

Res. Engr. W. B. Morrill Approx. Length 1.0 Miles. Sta. 2355* to Sta. 2363+77 Date 3-16-66

Truck A.D.T. 905 Traffic Coefficient 10.5 18 kip s.a. per day 634.3.

Annual Precipitation 25"* Frost Penetration - - - -.

(1) MAINLINE

Typical Soil
51 LL
24 PI
100 %P 10
87 %P200
0 %Gravel
1 %C Sand
12 %F Sand
41 %Silt
46 %Clay
12 "R" Value
(Deleted)

AASHO CLASSIFICATION:
A-7-6 (16)

MATERIAL SOURCES:
To be determined by the Engineer.

2.0" of A.C. with an extra allowance for patching, leveling, etc.

IN PLACE - From 1960 Plans

4.0" A.C. — 2.0" A.C.
2.0" Level — OR over
16.0" Cr. Base — 8.0" P.C.C.
7.0" Base

(1) Silty Clay

CBE Total Req.	Credit	Actual Thick.	
OVER EXISTING ROADWAY			
	4.0	2.0	A.C.
IN PLACE			
	8.0	4.0	A.C.
	2.0	2.0	Level
	16.0	16.0	Base Material
33.0	30.0	24.0	
	OR		
	4.0	2.0	A.C.
	16.0	8.0	P.C.C.
	5.5	7.0	Base
33.0	29.5	19.0	

Values assigned various components of roadway structure:

1.0"	Asphaltic Concrete	= 2.0"	Crushed Base
1.0"	Plant Mix Bituminous Base	= *1.8"	Crushed Base
1.0"	Oil Mat	= 1.4"	Crushed Base
1.0"	Stone Subbase	= 0.8"	Crushed Base
	"IN PLACE"		
1.0"	Asphaltic Concrete	= 2.0"	Crushed Base
1.0"	Crushed Base (Placed about 1961)	= 1.0"	Crushed Base
1.0"	Portland Cement Concrete	= 2.0"	Crushed Base
1.0"	River Run Gravel Base under P.C.C.	= 0.8"	Crushed Base

NOTED
F. E. KLAUSE

*Per letter by O. A. White dated 1-11-66 regarding a retained strength requirement of 70%.

cc:
(Deleted)
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
(Deleted)
Rural Engineer

Submitted by E. J. Engen
for Staff Assistant

Recommended by O. A. White
Engineer of Materials

Recommended by L. L. Hanks
for Construction Engineer

Approved by
Asst. State Highway Engineer

RECEIVED MAR 24 1966

22-21-E

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Section BIDDLE ROAD INTERCHANGE Highway CRATER LAKE (FA 269) County JACKSON Prefix 15-1463

Res. Engr. _____ Approx. Length _____ Miles. Sta._____ to Sta._____ Date 3-16-66

Truck A.D.T. 248 Traffic Coefficient 9.0 Averaged 18 kip s.a. per day 173.9.

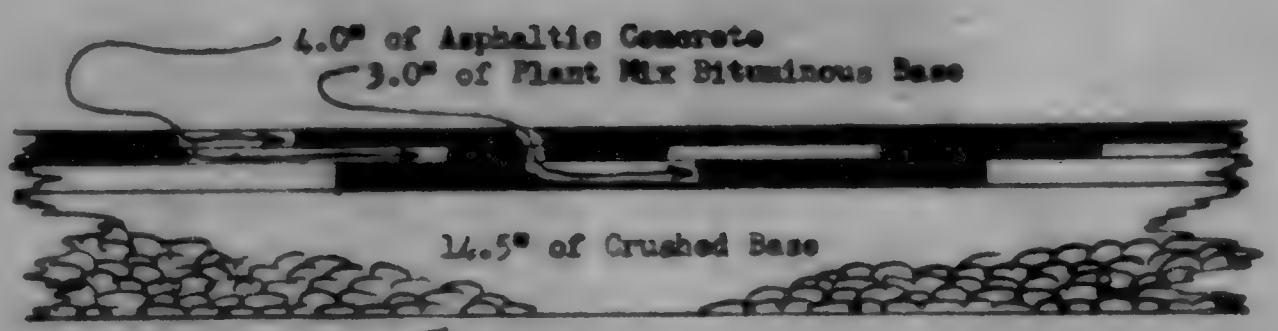
Annual Precipitation _____ Frost Penetration _____.

(1) Typical Soil

See Page 1

LL
PI
%P 10
%P200
%Gravel
%C Sand
%F Sand
%Silt
%Clay
"R" Value (Corrected)

NEW WORK
Biddle Road, Ramps, Legs, etc.



BASIC CLASSIFICATION:

MATERIAL SOURCES:

CBE Total Req.	Credit	Actual Thick.	
	8.0	4.0	A.C.
	5.5	3.0	P.M.B.B.
	14.5	14.5	Cr. Base
28.0	28.0	21.5	

SECTION: BIDDLE ROAD INTERCHANGE

HIGHWAY: CRATER LAKE HWY (FA 269)

COUNTY: JACKSON

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT 10,050 (Total)

B. Future ADT 20,100 (Total)

C. Mean ADT 15,075 ($\frac{A+B}{2}$)

D. Design Period 20 Years

E. No. of Lanes 4

F. Percent Trucks 12 (ADT Basis) (Logging)

G. Trucks (in one direction) $\frac{F}{2}$ = 6 x (C) 15,075 = 905

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 905 x (F) 100 % = 905

TRAFFIC COEFFICIENT = K $(T)^{0.119}$

where K = 4.669

= 10.5

MIDDLE ROAD INTERCHANGE
CRATER LAKE (FA 269)
JACKSON COUNTY

Traffic Analysis for Ramps, Loops, etc.

	S. of "A" Biddle Road	"B" to "G" Biddle Road	"E" Line	"E_2" Line	"G"	"F"
Present ADT	5,800	3,800	3,100	1,650	700	2,000
Future ADT	11,600	7,600	6,200	3,300	1,400	4,000
Mean ADT	8,700	5,700	4,650	2,475	1,050	3,000
Design Period	20	20	20	20	20	20
No. of Lanes	2	4	2	1 Way	1 Way	1 Way
Percent Trucks	8	8	8	8	8	8
Trucks 1 Direction	348	228	186	198	84	240
% Trucks in Design Lane	100	100	100	100	100	100
Trucks in Design Lane	348	228	186	198	84	240
Traffic Coefficient	9.4	8.9	8.7	8.8	8.0	9.0

SECTION: BIDDLE ROAD INTERCHANGE

HIGHWAY: CRATER LAKE (FA 269)

COUNTY: JACKSON

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: None made - See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: In this project A.C. or P.C.C. w/A.C. Overlay
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable
13. Traffic Safety: See remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction

CONCLUSION AND REMARKS:

Project consists of a structure on a grade separation and a complement of ramps to replace the existing grade crossing.

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page ____ of ____ Pages

ADDENDUM ADDENDUM

Section RIDDLE ROAD INTERCHANGE Highway CRATER LAKE (FA 269) County JACKSON

Res. Engr. W. B. Merrill Approx. Length 1.0 Miles. Sta. 2355+ to Sta. 2363+77

Truck A.D.T. 905 Traffic Coefficient 10.5 18 kip s.a. per day 634.3.

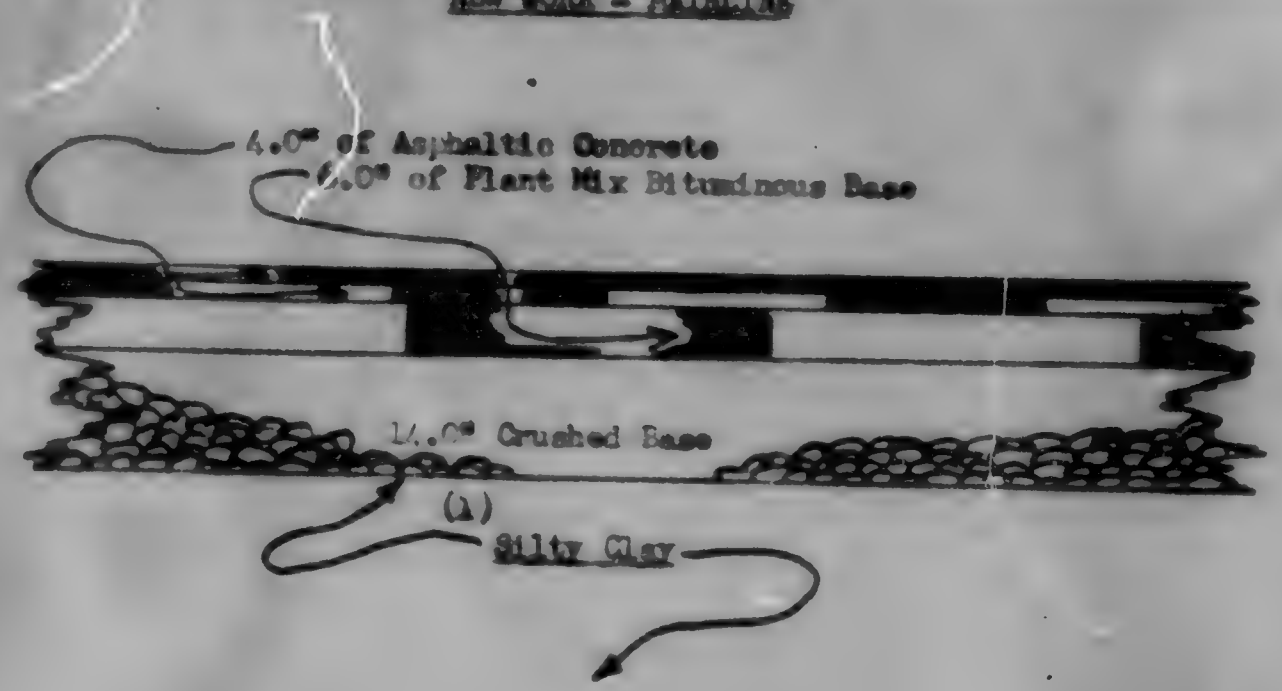
Annual Precipitation 25"± Frost Penetration - - - -.

(1)
Typical Soil
51 LL
24 PI
100 %P 10
87 %P200
% %Gravel
1 %C Sand
12 %F Sand
41 %Silt
46 %Clay
12 "R" Value
(Tentative)

AASHO CLASSIFICATION:
A-7-6 (16)

MATERIAL SOURCES:
To be determined by the Engineer.

NEW WORK - MAINLINE



Prefix	13			
Date	3			
CBR Total Req.	Credit	Actual Thick.		
	3.0	4.0	A.C.	
		6.0	F.M.B.	
		14.0	Cr. Base	
33.0		24.0		

T-Lik 1469 APR 2 1969

cc:
[redacted]
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
[redacted]
Rural Engineer

NOTED
E. L. [redacted]

Submitted by E. J. Elser for Staff Assistant

Recommended by D D White Engineer of Materials

Recommended by H. L. Williams Construction Engineer

Approved by [signature] Asst. State Highway Engineer

BIDDLE ROAD INTERCHANGE
CRATER LAKE HIGHWAY - JACKSON COUNTY

The Highway Department proposes to construct an interchange at the intersection of Biddle Road and the Crater Lake Highway to remove the existing turning and crossing movements which, with future increased traffic, will become more hazardous.

This map depicts this proposal with the yellow showing existing pavement to remain, the green showing existing pavement to be removed, and the red showing new construction.

The interchange will involve the construction of four 12-foot lanes on Biddle Road, from a point approximately 600 feet south of its present intersection with the Crater Lake Highway to a point approximately 400 feet north of said intersection. Biddle Road will pass under the present Crater Lake Highway by means of a structure.

Interchange legs in the southeast quadrant will provide connections for traffic from Crater Lake Highway eastbound to Biddle Road, and for traffic from Biddle Road to Crater Lake Highway eastbound. A traffic signal is proposed at the intersection of these legs and Biddle Road. Interchange legs in the northeast quadrant will provide connections for traffic from Crater Lake Highway westbound to Biddle Road, and for traffic from Biddle Road to Crater Lake Highway westbound.

There will be no access allowed to any of the interchange legs over their entire length, nor will any private ownership be permitted in the areas encompassed by Biddle Road, the Crater Lake Highway, and the proposed legs.

RECEIVED
MAR 10 1966
OFFICE
STATE HIGHWAY ENGINEER

NOTED
VICTOR D. WOLFE

March 9, 1966

RECEIVED
MAR 8 1966
HIGHWAY COMMISSION
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MCMINNVILLE
KENNETH N. FINDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

E-1149
674

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 4, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Subj: Biddle Road Interchange - Medford
Crater Lake Highway
Jackson County

NOTED
F. B. KLABOE

Dear Sir:

I am writing to clarify a point brought out in your letter of February 23 regarding the subject interchange.

You recommended that an additional lane be constructed for northbound off ramp traffic onto Biddle Road to provide for the heavy right turn. It is possible that this added lane was not on the original study copies which you received, but it was added before the original sheet was sent for approval.

Final copies are being sent with this letter and if the added lane is not as you had proposed we are open to discussion. Several 55-foot radii were changed to 75 footers.

Very truly yours,

Forrest Cooper
State Highway Engineer

By F. D. Morgan

F. D. Morgan
Construction Engineer

RECEIVED
MAR 7 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Enclo.
DNS:jp

cc: F. B. Klaboe

RECEIVED
MAR 1 - 1966

*FORM CO-121 (9-22-59)
(REPL. BY A.O. 206-10)

15-1149

6960

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

DATE: February 23, 1966

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

BY: M. E. Martin
District Engineer

SUBJECT: Biddle Road Interchange - Medford
Crater Lake Highway
Jackson County

We have reviewed your preliminary layout sheet for the Biddle Road Interchange, submitted with your letter of January 14, requesting our tentative approval.

Because of the industrial development in this area, your plan appears to be the only practical approach. However, due to the heavy right-turn volume from the I-5 northbound off ramp onto Biddle Road, we recommend the addition of a right turn storage lane in the final proposal.

A tentative approval is given, as indicated on the attached preliminary tracing.

Enclosure

orig
REFERRED TO
Morgan w/map
BY ASST. STATE HWY. ENGR

Please also attempt to increase 55' radii
MEK.

RECEIVED
MAR 1 1966
OFFICE OF
STATE HIGHWAY ENGINEER

copy to Young
3-3-66

RECEIVED
FEB 3 1966
FISH COMMISSION OF OREGON

COMMISSIONERS
HERMAN P. MEIERJURGEN, CHAIRMAN, BEAVERTON
EDW. C. HUFFSCHMIDT, PORTLAND
LEONARD RACHLEFF, EXECUTIVE

45-1147
Cathy

STATE OF OREGON
FISH COMMISSION OF OREGON
507 STATE OFFICE BLDG., 1400 S. W. 5TH AVENUE
PORTLAND 97201

Dear Cooper
2nd Aid
R/W
2-7-66

Routing

Morgan	Poass
Docker	Morelock
Bond	Trout
Barbee	Scott
Walker	Wills
Glenn	Litchfield
Swan	Olson

RECEIVED
FEB 2 1966
CONSTRUCTION
DIVISION

February 1, 1966

Mr. Forrest Cooper
State Highway Engineer
Highway Building
Salem, Oregon 97310

Attention Mr. F. D. Morgan

Dear Mr. Cooper:

We have reviewed the prospectus enclosed with your letter of January 19, 1966 entitled:

Biddle Road Interchange Section, Crater Lake Highway, Jackson County.

The Oregon Game Commission's letter of January 24, 1966 states that this project has no conflict with wildlife resources and we agree with their decision.

Sincerely,

Edw. K. Neubauer
EDW. K. NEUBAUER
DIRECTOR OF ENGINEERING

cc: Oregon Game Commission

2-2-66 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall
T. C. Roake
J. E. Morelock
L. R. Chandler (2)

fp

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OFFICE OF
STATE HIGHWAY ENGINEER

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FEB 2 1966
OREGON
STATE HIGHWAY COMMISSION

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JAN 26 1966

Commissioners
H. Pat Meeke, Bend
Chairman
Wayne E. Phillips, Baker
Vice-Chairman
John P. Amacher, Winchester
Tallant Greenough, Coquille
Joseph W. Smith, Klamath Falls

FOR FILING
15-1142

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

January 24, 1966

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

We have examined the prospectus enclosed with your letter of January 19, 1966, entitled:

Biddle Road Interchange Section, Crater Lake Highway, Jackson County.

There will be no conflict with wildlife resources on this project, so the plans are approved.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R O Koski

R. O. Koski
Chief of Liberations

ROK:dm

cc: Director OFC

1-25-66 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall
T. C. Roake
J. E. Morelock
L. R. Chandler (2)

fp

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JAN 25 1966
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STATE HIGHWAY ENGINEER

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swart
Pass
Morelock
Trout
Scott
Wills
Litchfield
Olson
RECEIVED
JAN 25 1966
CONSTRUCTION
DIVISION

RECEIVED
JAN 20 1966
FOR FILING
15-1149
6960

January 19, 1966

Oregon State Highway Commission

Gentlemen:

The Crater Lake Highway in Jackson County intersects what is known as Biddle Road just easterly of Interstate 5. Biddle Road is an important local thoroughfare under jurisdiction of Jackson County.

At the time Interstate 5 was constructed, a grade intersection was made at the Crater Lake Highway and Biddle Road. This intersection has been the site of serious traffic congestion and numerous accidents, and even though it is signalized, congestion continues to increase. The Department has made a reconnaissance type of survey and prepared a design to alleviate the situation. Only by a separation can this problem be properly attacked. It is estimated that the construction will cost $630,000 and the necessary right-of-way, $180,000, for a total of $810,000.

I recommend that you approve the project and authorize right-of-way to be acquired immediately, and that construction be authorized as soon as necessary financing can be obtained.

This matter will be on the agenda for the January 25 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
D. H. Moehring
L. R. Chandler

DJB:rw RLP:ms fn
Attach. - map

MEDFORD

JACKSON COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

1-18-66

RECEIVED
JAN 24 1966
FOR FILING
15-1142
1-18-66

Prefix No. 15-1463

LOCATION PROSPECTUS
BIDDLE ROAD INTERCHANGE SECTION
CRATER LAKE HIGHWAY
JACKSON COUNTY

HIGHWAY: Crater Lake, State Primary No. 22, Federal-aid Secondary No. 269.

TERMINI: The northerly terminus is approximately 600 feet northerly on Biddle Road from the intersection of Biddle Road and the Crater Lake Highway. The southerly terminus is approximately 700 feet southerly of said intersection.

LENGTH: The overall length is approximately one mile, which includes the on and off ramps to the Crater Lake Highway.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for grading, paving and structure on a grade separation and a complement of ramps to replace the existing grade crossing. Reconnaissance will not be necessary. Drainage studies will be made and any problems resolved. Soils investigations will be conducted. An economic analysis is not needed. A portion of this project is within the Medford city limits. The Medford Airport is approximately one mile northerly of this project.

CHARACTERISTICS: Existing ADT on the Crater Lake Highway is 6,000; projected, 12,000. Existing ADT on Biddle Road is 2,700; projected, 5,500.

TYPICAL SECTION: The typical section will consist of two 24-foot travel ways separated by a 4-foot median. There will be a 2-foot shy distance from the outside edge of travel way to the face of curb. Under the structure there will be a 3-foot shy distance from the face of the curb to the face of the column and if sidewalks are necessary, they will be placed behind the column.

BRIDGE: There will be a structure on the Crater Lake Highway over Biddle Road which will be four lanes with deceleration and acceleration lanes.

NOTED
TOM EDWARDS

ACCESS: Complete control of access.

BASE DESIGN: The tentative design for construction is:

Paving	3-1/2"	A. C.
Top Course Base	2 "	Leveling
Bottom Course Base	17 "	Coarse Crushed
Total Depth	22-1/2"	

MATERIAL SOURCE: Investigations for material sources will be made and referenced to the project.

AGREEMENTS: An agreement with Jackson County will be needed. A hearing in the City of Medford must be afforded.

PARKS: None affected.

January 18, 1966
Attachment
cc: Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
F. D. Morgan
L. R. Chandler (3)
Mark Astrup
R. N. Chase
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
O. B. Jackmond
Val Johnson
Ivan Merchant (4)
D. H. Moehring (3)
A. D. Olson
James Owens
Phil Preston (2)
Jack Rowland
O. C. Turner
F. W. Yarbrough (2)
L. H. Young

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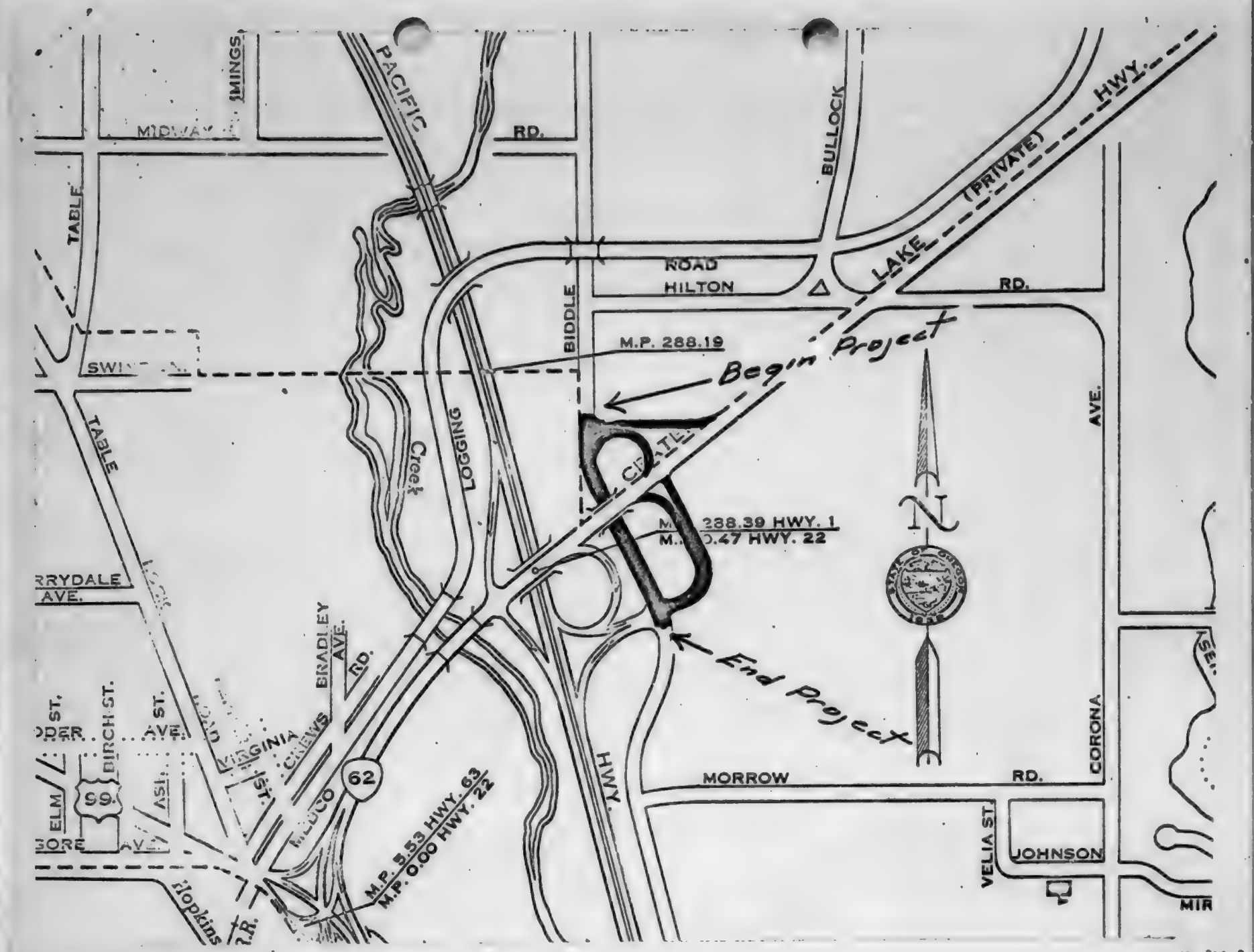
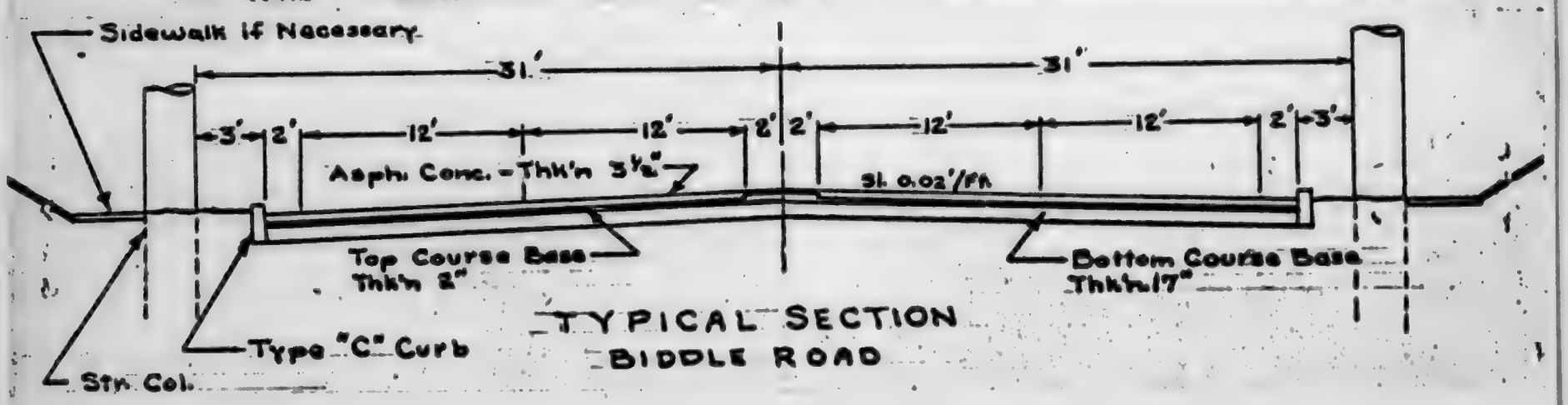
JAN 20 1966
OFFICE OF
STATE HIGHWAY ENGINEER





TYPICAL SECTION
BIDDLE ROAD

Prospectus Map
Biddle Rd. Interchange Sec.
Crater Lake Hwy.

Jackson County
1966

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DEC 30 1965
FORM E-20X—50M—1-65 SP*19102-734

FOR FILING

10-1147

6710C

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

December 28, 1965

SUBJECT: Biddle Road Interchange
City of Medford
Crater Lake Highway
Jackson County

To: Mr. L. R. Chandler
Division Engineer
P.O. Box 1128
Roseburg, Oregon 97470

As discussed by telephone with Mr. Morrison on December 27 we have been advised to immediately make a survey for an interchange at the intersection of Biddle Road and the Crater Lake Highway, approximately as shown on the enclosed plan sheets.

It appears that gravity draining of the underpass is feasible but this should be carefully checked and an unquestionably adequate gravity drain provided. The Bridge Department has suggested use of 3 feet for depth of structure.

If you have any questions please contact me.

F. D. Morgan
Construction Engineer

By

A. D. Olson
Urban Engineer

ADO:nh

Enc.

cc: F. B. Klaboe

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DEC 23 1965
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED

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DEC 22 1965
FOR FILING
10-1149
C-960

Salem, Oregon 97310
December 22, 1965

Mr. F. D. Morgan
Construction Engineer
BUILDING

Riddle Road
Crater Lake Highway

Please work up to a contracting stage the proposal to separate Riddle Road and the Crater Lake Highway utilizing the plan that carries Riddle Road underneath the Crater Lake Highway close to the existing grade crossing.

Before placing this on any schedule, we will have to receive Commission approval. This should not, however, deter you in the rapid preparation of the plans.

F. E. Klabee
Assistant State Highway Engineer

FEK:erb

cc: Mr. L. N. Young

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NOV 22 1965

FOR FILING

Cooper
Porter } copies sent 11-19-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 17, 1965

SUBJECT: Crater Lake Interchange
Biddle Road Connection, Medford
Interstate 5 - Jackson County

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
Building

Mr. Thorpe, Public Works Superintendent, Medford, was in the office November 16 discussing the requested study of the "Biddle Road Interchange" adjacent to the Crater Lake Interchange.

Mr. Thorpe is to forward to us topog maps of the area for our assistance and has requested an opportunity to view and discuss with us our final design before it is forwarded to the Commission for any action.

F. D. Morgan
Construction Engineer

By D. J. Barbee

D. J. Barbee
Assistant Construction Engineer

11-19-65

ADO:jp

Preliminary design + estimate due December 1
cc Barbee

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DEC 1 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 18 1965

FOR FILE
1E 3.1.19
6960

Salem, Oregon 97310
August 17, 1965

Mr. Tom Edwards
Assistant State Highway Engineer
O F F I C E

On August 13 Mr. Duff, City Manager of Medford; Mr. Thorpe, Public Works Superintendent, Medford; and two members of the Medford Planning Commission met with me reference several improvements that they desire in their city.

One of the requests they made was that the State study the Crater Lake Interchange with I-5. They advised that this interchange is now carrying considerably more traffic than was projected for 1975.

Will you please, therefore, instruct the proper people in the Traffic Division to take suitable traffic counts in the near future and make recommendations for improvements if any are warranted.

F. B. Klabee
Assistant State Highway Engineer

FBK:arb

cc: Mr. F. D. Morgan

I-5-4(55) Belt Line Rd. Int. Sec., Pac. Hwy. (Widen. of N. bound traffic lane over SPRR) 1966

#6961

NX 503

RECEIVED
JAN 16 1968
FOR FILING

I-5-4(55)

6961

January 15, 1968

Hartford Accident & Indemnity Co.
Surety Department
1820 Eastlake Avenue East
Seattle, Washington 91802

Gentlemen:

Contract No. 6961 awarded to T & M Construction Co. for construction of the Belt Line Road Interchange on the Pacific Highway in Lane County was completed on September 15, 1967, and accepted by the Highway Commission on January 12, 1968.

Final payment in the amount of $6,938.18 will be released to the contractor after January 22, 1968. The total contract amount is $64,791.57 including $4,145.42 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

win

cc T & M Construction Co.
830 Plymouth Drive N.E.
Salem, Oregon

Cushing Insurance
1735 Capitol St. N.E.
Salem, Oregon

bc L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
JAN 15 1968
FOR FILING
I-5-4(55)
6961

January 12, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed September 15, 1967 on Contract 6961. The contract was with T & M Construction Company and was for construction of the Belt Line Road Interchange on the Pacific Highway in Lane County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective January 12, 1968, and that you concur in this procedure at the Commission meeting on January 23.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
Ivan Merchant
L. H. Young
L. R. Chandler

1-15-68

srb jes

RECEIVED
JAN 11 1968
FOR FILING

I-5-4(55)

6961

December 13, 1967

#10

T and M Construction Company
838 Plymouth Drive, N.E.
Salem, Oregon

Gentlemen:

The State Highway Commission at its meeting on December 12 considered your request for an extension of time on Contract No. 6961 on the Belt Line Road Interchange Section of the Pacific Highway in Lane County.

After considering the recommendation of the Engineer and other available information, the Commission granted your request for an additional 49 calendar days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
cc L. R. Chandler
Ellis Jones
L. H. Young
Ivan Merchant
C. H. Maison
Bureau of Public Roads

I-5-4(55) 6961

FORM E-1 (REV 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Belt Line Road Interchange		WEEK ENDING: 12-8-67
		SECTION PREFIX: 620-1029
HIGHWAY: Pacific		COUNTY: Lane
NAME OF JOB: SPRR & Game Farm Road O'xing	KIND OF WORK: Widening of N/B Structure	
CONTRACTOR: T & M Construction Co.	CONTRACT NUMBER: 6961	FEDERAL AID PROJECT NUMBER: I-5-4(55)197
DATE OF CONTRACT: 1-6-67	DATE WORK STARTED: 1-9-67	ESTIMATED COMPLETION DATE: —
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS: —	WORK DAYS USED: —
	SPECIFIED CALENDAR DAYS: 190	CALENDAR DAYS USED: 239
	SPECIFIED COMPLETION DATE: —	PERCENT OF TIME ELAPSED: 126%
PROJECT AUTHORIZATION: $ 79,340.62		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 83%*
EXCLUSIVE OF ENGINEERING: $ 73,698.62	ENGINEERING AUTHORIZATION: $ 5,642.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 83%*
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 73,791.11	ENGINEERING COST TO DATE: $ 5,745.46	DATE PROJECT WAS COMPLETED: September 15, 1967
ESTIMATED PERCENT: OVERRUN 0.1 %	PERCENT OF AUTHORIZATION: 102 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
—	—	—	—	—	—		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE	Not applicable				
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	8182A							
PERCENT	100%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Cloudy			Routine E
MONDAY	Cloudy w/Rain			D
TUESDAY	Cloudy w/showers			W
WEDNESDAY	Cloudy			
THURSDAY	Partly cloudy			
FRIDAY	Partly cloudy			
SATURDAY	Partly cloudy			

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DEC 11 1967
CONSTRUCTION
DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY 12-4	One man working on final records.
TUESDAY 12-5	One man working on final records.
WEDNESDAY 12-6	One man working on final records. Job completed.
THURSDAY 12-7	
FRIDAY 12-8	
SATURDAY	

REMARKS

Status: Structure complete. Final records submitted 12-6-67.

Final Report

SIGNED _____ LOCATION 2191 E. 15th Eugene, Oregon

PRIME RESIDENT SUBMIT 3 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 5 COPIES.

BP-F216

RECEIVED
DEC 7 - 1967
FOR FILING
I-5-4(55
6961

December 6, 1967

Oregon State Highway Commission

Request for Extension of Time
No. 10
December 12, 1967 meeting

Gentlemen:

T & M Construction Company, contractor for the construction of the Belt Line Interchange Section of the Pacific Highway (I-5), Lane County, Contract 6961, has requested that he be granted an additional 49 calendar days to complete the contract work without assessment of liquidated damages.

This contract allotted 190 calendar days to complete the work, which forecast a completion date of July 28, 1967. The contract work was completed September 15, 1967, with 239 calendar days being charged through to completion. The overrun in time is 49 calendar days.

The original contract work was complete with the exception of installation of drain pipe at the bridge ends, which work was contingent upon completion of the slopes by another contractor. These slopes were completed September 12, the pipe delivered to the job September 14 and installed on September 15, 1967, completing all work on the contract.

The reasons listed above justify an increase of 49 calendar days in which to complete the contract. I would recommend the granting of this number of days, which will eliminate all liquidated damages.

This is a Federal-aid project and we have the concurrence of the Bureau of Public Roads.

The matter will be on the agenda for your consideration at the December 12 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison
L. R. Chandler Enclosure

CAG:JF/TE:ja:jes

RECEIVED
OREGON HIGHWAY DIVISION
SEP 7 1967 PM
7 8 9 10 11 12 1 2 3 4 5 6

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6961 Contractor T & M Construction Co.

Highway Pacific

Section Belt Line Road Interchange (Br. 8182A)

Kind of Work Structure

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows:

Because of extra work added and delay occasioned by failure on the part of another contractor to complete fills at bridge ends so bridge contractor could install bridge drain pipes in slopes at bridge ends.

Recommended for Approval:

John Crumpacker
Asst. Division Engineer

Irwin D. Muchamore
~~Construction Engineer~~ or Bridge Engineer

John H. Gibson
Asst. State Highway Engineer

Contract No. 6961

Project designation I-5-4(55)197 State-Federal

Date awarded 1-6-67

Work started January 9, 1967

Per cent completed 100% Date September 15, 1967

No. of ~~Workdays~~ Calendar Days Allowed 190

No. of ~~Workdays~~ Calendar Days Used 239

No. of Added Workdays Requested 49

E—330 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date October 27, 67

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 190 days to 237 days, within which to complete our Contract No. 6961, without the assessment of liquidated damages. The said contract is described as follows:

S.P.R.R. and Game Farm Rd. O'Xing Project - Pacific Hwy Bridge 7 81:2A

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

1. On July 27,1967 I was notified by the State that a decision would be made as soon as possible regarding the method to be used in adjusting deck grades along the joint between the old & new sections of the structure. This decision was reached Aug 1,1967 & force acct.#3 (Place epoxy grout patch) was initated. This work was begun Aug 14,1967 & completed Aug 29, 1967.
2. The end fills had not been constructed (To be constructed by another State contractor) and the order lenght for the 8-inch drain pipe was not available within the specified completion period for this contract. The order lenght was given to me in a letter dated Aug 31,1967. On Sept 12th,1967 I was notified that the end fills were completed.
The pipe was delivered to the job site Sept 14th, 1967 and installed Sept 15th, 1967.

Respectfully submitted,

T & M Construction Co.

Contractor

By D.W. Ullman
D.W. Ullman (Bookkeeper)

CONSENT OF SURETY

Date October 27, 67

We, HARTFORD ACCIDENT AND INDEMNITY COMPANY

..., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Ted R. Lundberg
Attorney-in-fact

(SEAL)

D.L. Cushing
Resident Agent

RECEIVED
NOV 30 1967

UNITED STATES GOVERNMENT

Memorandum

Edwards

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

I-5-4(55)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: November 22, 1967

In reply refer to: 08-35-DA

6961

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-4(55)197
Belt Line Road Interchange
SPRR and Game Farm Road Overcrossing

Reference is made to your November 17 letter in which you advised that time charged on subject project exceeded the specified time of 190 calendar days by 49 days.

You advised that all contract work with the exception of drainpipe installation had been completed by the date time expired. The drainpipe installation was delayed by completion of slopes being accomplished under another contract on adjacent Project I-5-4(54)197.

In addition, deck leveling with epoxy under an extra work order was accomplished after time had expired. You proposed that liquidated damages for the 49 calendar day overrun be waived.

Under the terms of the contract General Special Provisions, Article 8-8, these items constitute causes beyond the contractor's control for which time may be adjusted. For the reasons stated in your November 17 letter we hereby concur in extending contract time on subject project by the 49 calendar days.

Copy Ivan Marsh and L W. Young 11-28-67

NOTED
TOM EDWARDS

RECEIVED
NOV 28 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
NOV 17 1967
FOR FILING
I-5-4(55)
6961

November 17, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Belt Line Road Interchange
Contract No. 6961
FAP No. I-5-4(55)197

Dear Sir:

This contract allotted 190 calendar days to complete the work, which forecast a completion date of July 28, 1967. The contract work plus extras was completed September 15, 1967, with 239 calendar days being charged through to completion. The overrun in time is 49 calendar days.

The original contract work was complete with the exception of installation of drain pipe at the expiration of the allotted time. The additional time was required to complete work under Order for Extra Work No. 3 (epoxy grout patch for deck leveling) issued August 8, 1967 and completed August 29, 1967, and completing installation of drain pipes in the slopes at the bridge ends, which was contingent upon completion of the slopes by another contractor. These slopes were completed September 12, the pipe delivered to the job September 14 and installed on September 15, 1967, completing all work on the contract.

With your concurrence I propose to recommend to the Highway Commission that liquidated damages be waived for the 49 calendar day overrun as it was due to conditions beyond the contractor's control. This waives an assessment of $3,675.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant
L. H. Young

CAG:jf ja

Monthly transaction number 11-25	FOR (REV. 1-65) 1-2A U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	Oregon
Project report number 8	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 11-2-67	County Lane
Modification number 1 #6764		Project number I-5-4(55)197

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on January 23, 19 67, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 76,752	$ 80,516
Federal funds	$ 70,800.00	$ 74,200.00
Other revisions		

This modification is made for the following reasons:

Estimate revised to include increase in cost by approved E.W.O.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 2 day of November, 19 67.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

A. W. Parsons, Division Engineer

By _____
(Division Engineer)
L. R. Backlund, Admin. Manager

US COMM-DC 26364-P65

Oregon State Highway Department

Federal-Aid
Project No. I-5-4(55)197

S.P.R.R. AND GAME FARM ROAD OVERCROSSING ON THE

PACIFIC HIGHWAY IN LANE COUNTY

(Revised estimate as a basis for modification of project agreement. Revised to include increase in cost by approved E.W.O.)

Salem, Oregon, October 23, 1967

Type Code X521
Structure Widening No. 81824 (Sta. 422+52.59 to Sta. 425+87.59)(Contract 6961)

Previous Subtotal on Estimate Dated January 10, 1967		$69,775.00
Approved E.W.O. No. 3 Place Epoxy Grout Patch to Adjust Deck Grades	All Required	$ 3,422.00
	Subtotal	$73,197.00
	10% Engr. & Cont.	7,319.00
	Total	$80,516.00

Length of Project - - - - - - 0.00 Miles

Federal Funds -	$74,200.00
State Funds -	6,316.00
	$80,516.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefix: 630-1029

Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
1-107		Oregon
PROJECT REPORT NO.	FEDERAL-AID PROJECT AGREEMENT	COUNTY
5	(PPM 21-7)	Lane
	12367	PROJECT NO. I-5-4(55)197

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

SPRR and Came Farm Road Overcrossing on Pacific Highway.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	11-22-66	0.00
OTHER (Specify)		

FUNDS o Rata 92.25

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 76,752	70,800.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. B. Klaboe

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

A. W. PARSONS, Division Engineer

By L. R. Backlund, Administrative Manager

Date executed by Division Engineer JAN 23 1967

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 26854-P66

Oregon State Highway Department

Federal Aid
Project No. I-5-4(55)197

SPUR AND GAME FARM ROAD OVERCROSSING

ON THE PACIFIC HIGHWAY IN LANE COUNTY

Project agreement estimate.

Salem, Oregon, January 10, 1967

Type Code X521
Structure Widening No. 8182A (Sta. 422+52.59 to Sta. 425+87.59)

Removal Work and Provide for Traffic	All Required		$ 5,000.00
Shoring, Cribbing, etc.	All Required		1,000.00
Structural Excavation	300 cu.yd.	$ 4.50	1,350.00
Structural Excavation Below Elevation Shown	30 cu.yd.	2.00	60.00
Furnish 10 BP 42 Steel Piling	260 lin.ft.	4.50	1,170.00
Drive Steel Piles	4 only	90.00	360.00
Splice Steel Piles	1 only	20.00	20.00
Class "A" Concrete (490 cu.yd.)	All Required		35,750.00
Reinforcement (110,000 lb.)	All Required		14,200.00
8-inch Metal Drain Pipe, Type "A" Coating	140 lin.ft.	6.00	840.00
6-inch Standard Steel Pipe	35 lin.ft.	15.00	525.00
			$60,275.00
Flagging (57½ of Contractor's Cost)	All Required		500.00
Railroad Protective Cost	All Required		9,000.00
	Subtotal		$69,775.00
	10% Engr. & Cont.		6,977.00
	Total		$76,752.00

Length of Project - - - - - 0.00 Mile

Work Retained in Progress Status

Pave Bridge Deck (extra work)	All Required	$ 750.00
	Subtotal	$ 750.00
	10% Engr. & Cont.	75.00
	Total	$ 825.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Structure	$76,752.00	$70,800.00	$5,952.00
Retained in Program	825.00	700.00	125.00
	$77,577.00	$71,500.00	$6,077.00

SPRR AND GAME FARM ROAD OVERCROSSING

RAILROAD PROTECTION COST

1 - Engineer Inspector for 7 Mos.
Hdq. - Portland
Travel - 110 Miles

Salary

Engineer Inspector	$640 x 7	$4,480.00
Overtime		800.00
Payroll Additives	33%	1,742.40
	Total	$7,022.40

Expenses

Equipment		$ 665.00
Personal		1,800.00
	Total	$2,465.00
	Grand Total	$9,487.40

State will pay up to $9,000.00.

SPRR AND GAME FARM ROAD OVERCROSSING

RAILROAD PROTECTION COST

1 - Engineer Inspector for 7 Mos.
Hdq. - Portland
Travel - 110 Miles

Salary

Engineer Inspector	$640 x 7	$4,480.00
Overtime		800.00
Payroll Additives	33%	1,742.40
	Total	$7,022.40

Expenses

Equipment		$ 665.00
Personal		1,800.00
	Total	$2,465.00
	Grand Total	$9,487.40

State will pay up to $9,000.00.

Oregon State Highway Department

Federal-Aid
Project No. I-5-4(55)197

SPUR AND GAME FARM ROAD OVERCROSSING ON THE

PACIFIC HIGHWAY IN LANE COUNTY

P.S. and E. Estimate

Salem, Oregon, November 16, 1966

Type Code X521
Structure Widening No. 8182A (Sta. 422+52.59 to Sta. 425+87.59)

Removal Work and Provide for Traffic	All Required		$10,000.00
Shoring, Cribbing, etc.	All Required		5,000.00
Structural Excavation	300 cu.yd.	$ 9.00	2,700.00
Structural Excavation Below Elevation Shown	30 cu.yd.	9.00	270.00
Furnish 10 BP 42 Steel Piling	260 lin.ft.	5.00	1,300.00
Drive Steel Piles	4 only	200.00	800.00
Splice Steel Piles	1 only	75.00	75.00
Class "A" Concrete (490 cu.yd. @ $80.00)	All Required		39,200.00
Reinforcement (110,000 lb. @ $0.14)	All Required		15,400.00
8-inch Metal Drain Pipe, Type "A" Coating	140 lin.ft.	4.00	560.00
6-inch Standard Steel Pipe	35 lin.ft.	15.00	525.00
			$75,830.00
Flagging (57½% of Contractor's Cost)	All Required		$ 500.00
	Subtotal		$76,330.00
	10% Engr. & Cont.		7,633.00
	Total		$83,963.00

Length of Project - - - - - 0.00 Mile

Work Retained in Program Status

Railroad Protection Cost	All Required	$ 9,000.00
Pave Bridge Deck (Extra Work)	All Required	750.00
	Subtotal	$ 9,750.00
	10% Engr. & Cont.	975.00
	Total	$10,725.00

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds	State Funds
Structure	$83,963.00	$77,200.00	$6,763.00
Retained in Program	10,725.00	9,800.00	925.00
	$94,688.00	$87,000.00	$7,688.00

SPRR AND GAME FARM ROAD OVERCROSSING

RAILROAD PROTECTION COST

1 Engineer Inspector for 7 Mos.
Hdqts. Portland
Travel 110 Miles

Salary

Engineer Inspector $640 x 7		$4,480.00
Overtime		800.00
Payroll Additives 33%		1,742.40
	Total	$7,022.40

Expenses

Equipment		$ 665.00
Personal		1,800.00
	Total	$2,465.00
	Grand Total	$9,487.40

State will pay up to $9,000.00

Oregon State Highway Department

Federal-Aid
Project No. I-5-4(55)197

SPRR AND GAME FARM ROAD OVERCROSSING ON THE

PACIFIC HIGHWAY IN LANE COUNTY

[redacted] P.S. and E. Estimate.

Salem, Oregon, October 19, 1966

Type Code K521
Structure Widening No. 8182A (Sta. 422+52.59 to Sta. 425+87.59)

Removal Work and Provide for Traffic	All Required		$10,000.00
Shoring, Cribbing, etc.	All Required		5,000.00
Structural Excavation	230 cu.yd.	$ 9.00	2,070.00
Structural Excavation Below Elevation Shown	20 cu.yd.	9.00	180.00
Furnish 10 BP 42 Steel Piling	260 lin.ft.	5.00	1,300.00
Drive Steel Piles	4 only	200.00	800.00
Splice Steel Piles	1 only	75.00	75.00
Class "A" Concrete (455 cu.yds. @ $80.00)	All Required		36,400.00
Reinforcement (107,400 lbs. @ $0.14)	All Required		15,036.00
8-inch Metal Drain Pipe, Type "A" Coating	140 lin.ft.	4.00	560.00
6-inch Standard Steel Pipe	35 lin.ft.	15.00	525.00
			$71,946.00
Flagging (57½% of Contractor's Cost)	All Required		500.00
	Subtotal		$72,446.00
	10% Engr. & Cont.		7,244.00
	Total		$79,690.00

Length of Project - - - - - 0.00 Mile

Work Retained in Program Status

Railroad Protection Cost	All Required	$ 9,000.00
Pave Bridge Deck (Extra Work)	All Required	750.00
	Subtotal	$ 9,750.00
	10% Engr. & Cont.	975.00
	Total	$10,725.00

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds	State Funds
Structure	$79,690.00	$73,200.00	$ 6,270.00
Retained in Program	10,725.00	9,800.00	925.00
	$90,415.00	$83,000.00	$ 7,195.00

SPUR AND GAME FARM ROAD OVERCROSSING

RAILROAD PROTECTION COST

1 Engineer Inspector for 7 mos.
Headquarters Portland
Travel 110 Miles

Salary

Engineer Inspector $640 x 7		$4,480.00
Overtime		800.00
Payroll Additives 33%		1,742.40
	Total	$7,022.40

Expenses

Equipment		$ 665.00
Personal		1,800.00
	Total	$2,465.00
	Grand Total	$9,487.40

State will pay up to - - - - - - - - - - - - - - - $9,000.00

Oregon State Highway Department

Federal Aid
Project No. I-5-4(55)197

SPRR AND GAME FARM ROAD OVERCROSSING

ON THE PACIFIC HIGHWAY IN LANE COUNTY

PS & E Estimate.

Salem, Oregon, October 14, 1966

Type Code X521
Structure Widening No. 8182A (Sta. 422+52.59 to Sta. 425+87.59)

Removal Work and Provide for Traffic	All Required		$10,000.00
Shoring, Cribbing, etc.	All Required		5,000.00
Structural Excavation	230 cu.yd.	$ 9.00	2,070.00
Structural Excavation Below Elevation Shown	20 cu.yd.	9.00	180.00
Furnish 10 BP 42 Steel Piling	220 lin.ft.	5.00	1,100.00
Drive Steel Piles	4 only	200.00	800.00
Splice Steel Piles	1 only	75.00	75.00
Class "A" Concrete (455 cu.yd. @ $80.00)	All Required		36,400.00
Reinforcement (107,400 lb. @ $0.14)	All Required		15,036.00
8-inch Metal Drain Pipe, Type "A" Coating	140 lin.ft.	4.00	560.00
6-inch Standard Steel Pipe	35 lin.ft.	15.00	525.00
			$71,746.00
Flagging (57½% of Contractor's Cost)	All Required		$ 500.00
	Subtotal		$72,246.00
	10% Engr. & Cont.		7,224.00
	Total		$79,470.00

Length of Project - - - - - 0.00 Mile

Work Retained in Program Status

Railroad Protection Cost	All Required	$ 9,000.00
Pave Bridge Deck (extra work)	All Required	750.00
	Subtotal	$ 9,750.00
	10% Engr. & Cont.	975.00
	Total	$10,725.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Structure	$79,470.00	$73,200.00	$6,270.00
Retained in Program	10,725.00	9,800.00	925.00
	$90,195.00	$83,000.00	$7,195.00

SPRR AND GAME FARM ROAD OVERCROSSING

RAILROAD PROTECTION COST

1 Engineer Inspector for 7 Mos.
Hdq. - Portland
Travel - 110 Miles

Salary

Engineer Inspector $640 x 7		$4,480.00
Overtime		800.00
Payroll Additives 33%		1,742.40
	Total	$7,022.40

Expenses

Equipment		$ 665.00
Personnel		1,800.00
	Total	$2,465.00
	Grand Total	$9,487.40

State will pay up to $9,000.00

RECEIVED
OCT 25 1967

STATE COPY

FORM PR-33A (REV. 3-68) cc: OSHD (Klaboe)
OSHD (Edwards)
Region
Wash DC
Hennes, Area Engr

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

I-5-4(55)
6-7-1

INTERMEDIATE CONSTRUCTION INSPECTION REPORT
FINAL (PPM 20-6.1)

REGION NO.	REPORT NO.	COUNTY	STATE
8	2	Lane	Oregon

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
9-26-67 and 9-5-67	R. W. Dillsbury, Bridge Engr	I-5-4(55)197

IN COMPANY WITH W. Cross, Engr Trainee, BPR
E. Jones, Res Engr, OSHD; R. Tokerud, Div Bridge Engr, P. Luckeroth, Bridge Engr, BPR

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Unsatisfactory	126 %	100 %

REMARKS (1) COMPLETED WORK: (2) WORK IN PROGRESS: (3) COMMENTS AND RECOMMENDATIONS

BELT LINE ROAD INTERCHANGE SECTION
SPRR AND GAME FARM ROAD OVERCROSSING
Widening of Northbound Structure

This project, which consists of widening the existing NB 335-foot long RCDG railroad overcrossing structure 12' 9 1/2" on the right to accommodate an acceleration lane from the new interchange just south of this project, was completed in substantial conformity to the governing plans and specifications on September 15, 1967 at an estimated cost of $64,500, a 7% increase over the bid amount. The work required 49 days more than the 190 days allowed which could result in $3,675 in liquidated damages being assessed. The contractor is reported to have submitted a request for a time extension alleging delays by the adjacent contractor which in turn delayed completion of this project.

There were no substantial undocumented plan quantity variations. The following is a list of plan changes and additional work:

Extra Work Order No. 1
$500 for the State's share of flagging costs.

Extra Work Order No. 2
$180 to clean and paint the existing rail to have it match the new construction.

Extra Work Order No. 3
$2400 to apply an epoxy patch to provide a smooth transition between the old and new decks and provide a good joint between them.

State Force Order Nos. 1 & 2
$9,000 for railroad protective services.

Price Agreement No. 1
$152.50 to furnish additional piling and splices to obtain required bracing.

The width of the new construction was measured and found to be substantially as required.

NOTED
F. B. KLABOE

10-17-67
orig to Morgan

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OCT 12 1967
I-5-4(55)
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
[illegible]
DAVID B. SIMPSON, MEMBER
PORTLAND
~~Prof W. Hill, Member~~
Kolin 6961

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 18, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon 97301

Dear Sir:

This is to advise you that work was completed on September 15, 1967, on Contract No. 6961, Delt Line Road Interchange Section, in Lane County, in connection with Federal-Aid Project No. I-5-4(55)197.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

NOTED
F. B. KLABOE

Date: 9-26-67=

OREGON DIVISION
OCT 13 1967

Bureau of Public Roads
Oregon Division Office Endorsement

Conditions noted on above date:

None

RECEIVED
OCT 11 1967
OFFICE OF
STATE HIGHWAY ENGINEER

A. W. Parsons
Division Engineer

Young
10-11-67

By: G. R. Brooks
G. R. Brooks
District Engineer

VG:vr
to: Forrest Cooper
L. H. Young

I-5-4(55)

Form E-[illegible] 7

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date AUG 2 1967 By G-1 P
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name Belt Line Road Interchange (Br. #8182A) Date August 8, 1967

Highway Pacific Contract No. 6961

County Lane Prefix 620-1029

Contractor T & M Construction Co. F. A. Project No. I-5-4(55)197

Address 838 Plymouth Drive, N.E., Salem, Oregon 97303 Order No. 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Furnish all materials, equipment and labor required to place epoxy grout patch to adjust deck grades along joint between old and new structures.

Location by station numbers:

Bridge No. 8182A

NOTED
F. B. KLABOE

Estimate of quantities and cost:

Materials	$1,000.00	
Labor	800.00	
Equipment	600.00	
Total		$2,400.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") Due to irregularities of old deck (originally under curb) where new widened section was built adjacent to same, an epoxy leveling course is necessary to provide satisfactory transition from the old deck to the new deck. This course will be approximately 5' wide, 335' long and ½" deep (average). Maximum equipment rental rates allowable as per AGC agreement. Percentage allowed contractor is in accordance with executed contract for this project. Work not started. Prior tentative approval by R. Pillsbury, B.P.R. 8-2-67.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$ 79,340.62	
Present estimate of project cost, including $ 2,400.00 for work under this order	$ 79,314.50	
Expected under-run amount	$ 26.12	
Expected under-run per cent	0.33%	

Submitted by: /s/ E. H. Jones
Resident Engineer

Approval Recommended: /s/ Alfred A. Rear for
Bridge Engineer

Approval Recommended: /s/ Carl M. Williams
Division Engineer

Approved: /s/ L. H. Young
Office Engineer.

SP-23377-704

Young 8-29-67

I-5-4(55)

C

STATE COPY

Form P-366—634 8

OREGON STATE HIGHWAY DEPARTMENT

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date JUL 18 1967 By [signature]
Title Dist. Engineer
U.S. Bureau of Public Roads

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Beltline Road, Interchange (Br. #8182A) Date July 20, 1967

Highway Pacific Contract No. 6961

County Lane Prefix 620-1029

Contractor T & M Construction Co. F. A. Project No. I-5-4(55)197

Address 838 Plymouth Drive, Salem, Oregon Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Cleaning, refinishing and painting concrete surfaces of the existing handrail as required in order to match the surfaces of the new portion of the structure in general appearance.

NOTED
F. B. KLABOE

Location by station numbers:

Br. 8182A: Existing concrete handrail (Rt.) between Sta L^s 422+52.6 and Sta L^s 425+87.6

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AUG 16 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Estimate of quantities and cost:

Labor	$130.00
Equipment	25.00
Materials	25.00
Total	$180.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Concrete to be finished under this order is concrete not placed by the contractor as a part of this contract.

1. Maximum equipment rental rates allowable as per A. B. C. agreement.
2. Percentage allowed contractor is in accordance with executed contract for the job.

Work not started. Tentative approval by John Hegmann, 7-18-67.

Anticipated starting date, 7-24-67.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$ 79,340.62	
Present estimate of project cost, including $ 180.00 for work under this order	$ 76,914.50	
Expected under-run amount	$ 2,426.12	
Expected under-run per cent	3.06%	

Submitted by: /s/ E. H. Jones, Resident Engineer

Approval Recommended: /s/ Alfred A. Rear, Bridge Engineer

Approval Recommended: /s/ John Quiner II, Asst. Division Engineer

Approved: /s/ L. H. Young, Assistant State Highway Engineer, Office Engineer.

SP-22871-734

8-14-67

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APR 19 1967

FORM E-30 REV. 10-66 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 17, 1967

I-5-1(15)
6461

SUBJECT: Pux 603 - Game Farm Road O-Xing
Southern Pacific Company
Lane County
Second Supplemental Order

To: Mr. R. L. Porter
Deputy State Highway Engineer

Building

Herewith I hand you a copy of a Second Supplemental Order - #43546 - issued by the Public Utility Commissioner under date of April 12, 1967, relative to the above-titled matter.

Distribution of conformed copies has been made as indicated below.

Jack L. Sollis
JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:ja
Attachment

cc: F. B. Klaboe (1)
Ivan Merchant (1)
F. D. Morgan (2)
E. S. Hunter (2)
L. R. Chandler (2)
R. N. Chase (3)
F. B. Crandall (1)
T. W. Litchfield (1)
Harold Reynoldson (1)

ORDER #43546

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF-362

In the matter of the application of the STATE OF OREGON, by and through its State Highway Commission, for authority to widen the existing northbound structure over the tracks and right of way of the Woodburn-Springfield Branch of the Southern Pacific Company on the Pacific Highway, known as the "GAME FARM ROAD OVERCROSSING" project in the Northwest Quarter of the Southwest Quarter (NW¼SW¼) of Section 15, Township 17 South, Range 3 West, Willamette Meridian, Lane County, Oregon.	SUPPLEMENTAL ORDER

On October 21, 1966, the Public Utility Commissioner of Oregon entered his Order No. 43097 granting the Application of the State of Oregon (Highway Commission) to alter an existing overcrossing structure designated Crossing No. CC-648.4-A, known as the Game Farm Road Overcrossing project. The structure carries highway traffic over and above the tracks of Southern Pacific Company at its location in Lane County.

On December 29, 1966, Order No. 43220 was entered supplementing and amending Order No. 43097 in certain particulars.

On January 23, 1967, Applicant filed a Motion to Amend previous Supplemental Order No. 43220 in the following respect:

Delete the first paragraph on page 3 of said Order and insert in lieu thereof the following:

"ORDERED that a variance from the provisions of Rule 44-055 of the Commissioner's Rules and Regulations be and the same is hereby granted, and that the placement of false work or building

materials at a minimum distance of 21 feet above top of rail of the existing track, and the operation of trains over the track during the construction period under the above conditions of impairment, be and the same is thereby authorized; and it is further"

The above Motion was served on all parties of record and no answer or other objection has been filed in opposition thereto.

The change suggested by the Motion which, if allowed, will authorize a variance from the provisions of Rule 44-055 and create a condition of impaired clearance during the period of construction, does not constitute a factor which compels reconsideration of the determination reached in Order No. 43097 as supplemented and amended by Order No. 43220.

It is concluded that the within Motion should be allowed. It is therefore

ORDERED that Commissioner's Supplemental Order #43220 entered in the above entitled matter on December 29, 1966, be and the same is hereby amended to authorize the following changes in the text:

1. That paragraph 1 of page 3 be deleted;

and in lieu thereof the following inserted:

"ORDERED that a variance from the provisions of Rule 44-055 of the Commissioner's Rules and Regulations be and the same is hereby granted, and that the placement of false work or building materials at a minimum distance of 21 feet above top of rail of the existing track, and the operation of trains over the track during the construction period under the above conditions of impairment, be and the same is thereby authorized; and it is further"

ORDERED that this authorized change shall in no way alter, modify or nullify any other requirements or conditions made and provided in Commissioner's Supplemental

ORDER #43546

Order #43220 heretofore entered in December 29, 1966.

Made, entered and effective this 12th day of April, 1967.

Sam R. Haley
Public Utility Commissioner

(SEAL)

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APR 19 1967
OFFICE OF
RAILWAY ENGINEER

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JAN 27 1967

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. [illegible]
BAKER
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

I-5-1 (55)
1111

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. [illegible]
CHIEF COUNSEL

January 26, 1967

T & M Construction Co.
838 Plymouth Dr., NE
Salem, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 6961 for construction of the Belt Line Road Interchange on the Pacific Highway in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

win
Encl.

cc Hartford Accident & Indemnity Co.
Surety Department
1820 Eastlake Avenue East
Seattle, Washington 91802

Cushing Insurance
P.O. Box 7215
Salem, Oregon

FORM S-129

RECEIVED
JAN 24 1967
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. STAMSON, MEMBER
PORTLAND

I-5-4 (55)

6961

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 20, 1967

Mr. Jonel C. Hill
Public Utility Commissioner
200 Public Service Building
Salem, Oregon 97310

Re: Pux 603 - Game Farm Road O-Xing
Your SXF-362
Southern Pacific Company
Lane County
Motion to Amend Supp. Order No. 43220

Dear Sir:

Herewith I hand you original and 4 copies of Motion to Amend Supplemental Order No. 43220 of the State Highway Commission in the above-titled matter.

Two of the copies are for service upon Southern Pacific Company, one copy for service upon Lane County and two copies are for use by your office.

When serving Lane County will you please serve the copy of the Motion to Amend on Mr. Gerald K. Attig, Lane County Engineer.

Very truly yours,

G. E. ROHDE
Chief Counsel

By
JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:ja

Encls.: F. B. Klaboe
R. L. Porter
Ivan Merchant
F. D. Morgan
E. S. Hunter
L. R. Chandler
R. N. Chase
F. B. Crandall
T. W. Litchfield
Harold Reynoldson

RECEIVED
JAN 23 1967
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L PORTER

JLS:ja
1-19-67

PUX 603

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the Matter of the application of the STATE OF OREGON, by and through its State Highway Commission, for authority to widen the existing northbound structure over the tracks and right of way of the Woodburn-Springfield Branch of the Southern Pacific Company on the Pacific Highway, known as the "GAME FARM ROAD OVERCROSSING" project in the Northwest Quarter of the Southwest Quarter (NW¼SW¼) of Section 15, Township 17 South, Range 3 West, Willamette Meridian, Lane County, Oregon.	M O T I O N T O A M E N D S U P P L E M E N T A L O R D E R N O. 4 3 2 2 0 SXF No. 362

Comes now the Applicant and moves that Order No. 43220 be amended as follows:

I

Delete the first paragraph on page 3 of said Order and insert in lieu thereof the following:

> "ORDERED that a variance from the provisions of Rule 44-055 of the Commissioner's Rules and Regulations be and the same is hereby granted, and that the placement of false work or building materials at a minimum distance of 21 feet above top of rail of the existing track, and the operation of trains over the track during the construction period under the above conditions of impairment, be and the same is thereby authorized; and it is further"

Dated at Salem, Oregon, this 19th day of January, 1967.

STATE OF OREGON, by and through
its State Highway Commission

G. E. ROHDE
Assistant Attorney General and Chief
Counsel for the State Highway Commission

By_____
JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:ja
1-19-67

STATE OF OREGON)
) ss
County of Marion)

I, IVAN D. MERCHANT, being first duly sworn, say that I am Bridge Engineer for the Oregon State Highway Commission, and that the foregoing Motion to Amend Supplemental Order No. 43220 is true as I verily believe.

IVAN D. MERCHANT

Subscribed and sworn to before me this 19th day of January, 1967.

JACK L. SOLLIS
Notary Public for Oregon
My commission expires December 19, 1968

I certify that the above is a true and correct copy of the foregoing Motion to Amend Supplemental Order No. 43220 and the whole thereof.

JACK L. SOLLIS
Utilities & Railroad Attorney

RECEIVED
JAN 20 1967
FORM BRDX—SOM—2.66 SP*23500-734

FOR FILING
7-1-4(55)
6961

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

January 19, 1967
Salem, Oregon

To: Mr. G. E. Rohde
Chief Counsel

B U I L D I N G

Attention: Jack Sollis

SUBJECT: Game Farm Road and SPRR
Overcrossing
Belt Line Interchange
Pacific Highway
Lane County
Contract 6961

It has been brought to our attention that the provision for impaired clearance during the construction of the subject widening was omitted in the amended PUC order.

The original order on Page 4, Paragraph 3 states, "Ordered that a variance from the provisions of Rule 44-055 of the Commissioner's Rules and Regulations be and the same is hereby granted, and that the placement of false work or building materials at a minimum distance of 21 feet above top of rail of the existing track, and the operation of trains over the track during the construction period under the above conditions of impairment, be and the same is thereby authorized; and it is further". This paragraph was deleted in the amended order thereby removing room necessary to construct the beams of the new structure.

Will you please prepare the necessary application to have Item 3 of Paragraph 5 deleted from the amended order in order that the original paragraph pertaining to the construction impairment will be enforced.

ORIGINAL SIGNED
T. C. ROAKE

T. C. Roake
Assistant Bridge Engineer

TCR:jf

cc: Tom Edwards
T. W. Litchfield

RECEIVED
JAN 1 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 23 1967

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 19, 1967

RAILROAD COMPANIES
FILE No. 503

I-5-4(55)
6461

To: Mr. Floyd Query, Secretary
State Highway Commission

B u i l d i n g

SUBJECT: Pux 603 - Construction Agreement
Belt Line Road Interchange Section
Pacific Highway
Lane County
Project No. I-5-4(55)197

Attached please find fully executed duplicate original of a construction agreement relative to the above-titled matter. This agreement should be filed in your permanent records.

Distribution of conformed copies has been made as indicated below.

Jack L. Sollis
JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:ja
Encl.

cc: F. B. Klaboe (1)
Ivan Merchant (1)
F. D. Morgan (2)
E. S. Hunter (1)
L. R. Chandler (2)
R. N. Chase (3)
C. H. Maison (1)
E. F. Saling (1)
T. W. Litchfield (1)

Frida
please note in your
record & file
Rated
Emp

RECEIVED
MAR 1 - 1967
FOR FILING

I-5-4 (55)
6961

Ed Rec 15

January 9, 1967

T & M Construction Co.
838 Plymouth Drive, NE
Salem, Oregon

Gentlemen:

The State Highway Commission on December 19, 1966, accepted your proposal for construction of the Belt Line Road Interchange on the Pacific Highway in Lane County for the sum of $60,275.00 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of the Bureau of Public Roads is received.

Approval has been received and the State Highway Engineer on January 6, 1967, awarded you the project, which has been assigned Contract No. 6961. Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin January 20, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.

L. R. Chandler
Ellis Jones
Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)

RECEIVED
JAN 10 1967
F...
I-5-4(55)
197

January 9, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of January 6, 1967 is requested in the award of contract for the S.P.R.R. Game Farm Road O'xing (Belt Line) Section, Project No. I-5-4(55)197.

The contractor receiving the award is T and M Construction Co. of Salem in the amount of $60,275 with the Contract No. 6961 assigned. This bid was received on December 15, 1966 and awarded January 6, 1967.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding nondiscrimination in employment as required by Bureau of Public Roads IM 20-4-64.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State's contractor's operations.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:bb

RECEIVED
JAN 5 1967
FORM E-30 REV 10-65 SP°23401-734

FOR FILING
I-5-4 (55)
6961

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 4, 1967

SUBJECT: Pux 603 - Game Farm Road O-Xing
Southern Pacific Company
Lane County

To: Mr. R. L. Porter
Deputy State Highway Engineer

Building

Herewith I hand you a copy of Supplemental Order No. 43220, issued by the Public Utility Commissioner under date of December 29, 1966, relative to the above-titled matter.

Jack L. Sollis
JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:ja
Encl.

cc: F. B. Klaboe (1)
Ivan Merchant (1)
F. D. Morgan (2)
E. S. Hunter (2)
L. R. Chandler (2)
R. N. Chase (3)
F. B. Crandall (1)
T. W. Litchfield (1)
Harold Reynoldson (1)

NOTED
R L PORTER

RECEIVED
JAN 1 1967
STATE HIGHWAY

Order #43220

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF-362

In the Matter of the Application of the STATE OF OREGON, by and through its State Highway Commission, for authority to widen the existing northbound structure over the tracks and right of way of the Woodburn-Springfield Branch of the Southern Pacific Company on the Pacific Highway, known as the "GAME FARM ROAD OVERCROSSING" project in the Northwest Quarter of the Southwest Quarter (NW¼SW¼) of Section 15, Township 17 South, Range 3 West, Willamette Meridian, Lane County, Oregon.	SUPPLEMENTAL ORDER

On October 21, 1966 the Public Utility Commissioner of Oregon issued Order No. 43097 granting the above entitled amended Application. On November 1, 1966 Applicant filed a motion to amend the above order as follows:

I

That paragraph 3 of page one be amended to add "Revised Drawing" in front of "21759" on line two of said paragraph.

II

That paragraph 4 of page two be amended by striking "6.25" in the third sentence and substituting therefor "7.50" and in the same sentence strike "42.5" and substitute therefor "45.0".

Applicant further alleges that:

I

Spans 1 and 2 have been altered to provide that the minimum horizontal and vertical clearances remain as before.

II

That in all other respects Order No. 43097 conforms to the revised Drawing No. 21759 attached to the amended Application and by this reference made a part thereof.

The above motion was served on all parties of record and no answer or other objection has been filed in opposition thereto.

Inasmuch as the requested changes deal only with an amended drawing, it is therefore concluded that the motion should be accepted and a supplemental order be entered accordingly. It is therefore

ORDERED that Commissioner's Order #43097 entered in the above entitled matter on October 21, 1966 be and the same is hereby amended to authorize the following changes in the text:

1. That paragraph 3 of page one be amended by adding "Revised Drawing" in front of "21759" on line two of said paragraph.

2. That paragraph 4 of page two be amended by striking "6.25" in the third sentence and substituting therefor "7.50" and in the same sentence stricke "42.5" and substitute therefor "45.0".

3. That paragraph 3 of page four commencing "ORDERED that a variance from the provisions of Rule 44.055 of the Commissioner's Rules and Regulations - - -" be deleted and the following be substituted in lieu thereof:

ORDERED that vertical and horizontal clearances shall exceed the minimum standards required by the Commissioner's rules and regulations at all times during construction and after completion of the proposed widened structure; and it is further

ORDERED that these authorized changes shall in no way alter, modify or nullify any other requirements or conditions made and provided in Commissioner's Order #43097 heretofore entered on October 21, 1966.

Made, entered and effective this 29th day of Dec, 1966.

Public Utility Commissioner

(SEAL)

RECEIVED
DEC 20 1966
COMMISSIONERS

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

File
2.5.4 (.1)
(.91.1)

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 9, 1966

The District Engineer
Corps of Engineers
U. S. Army
628 Pittock Block
Portland, Oregon 97205

Subject: Willamette River Bridge
Belt Line Road (FAS 860)
Lane County
Br. No. 8638A

Dear Sir:

In order to improve the traffic conditions on the present Belt Line Road (FAS 860), it is proposed to construct two more traffic lanes on the southerly side of the present roadway. This will necessitate the construction of a bridge alongside and to the south of the present structure.

The proposed structure will have the same span lengths and grade line. This will allow the same vertical and horisontal clearances as now exist at the present structure.

We are attaching the original tracings and four prints of sheets 1 through 3 which are the location maps and plan and elevation drawing for the proposed structure.

Application is hereby made by the State Highway Department of the State of Oregon at Salem, Oregon, for approval by the Chief of Engineers and the Secretary of the Army of plans for a bridge to be constructed across the Willamette River near Eugene, Oregon, 178.2 miles above the mouth of the waterway as shown on the attached plans. The attached plans carry the date of December 9, 1966. Legal authority for the structure is attached.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

NOTED
TOM EDWARDS

TGR:mb
Att.
cc: Tom Edwards

RECEIVED
DEC 12 1966
STATE HIGHWAY DEPT.

RECEIVED
DEC 8 - 1966

I 5 4 (55)
(-7141

December 7, 1966

Oregon State Highway Commission

Gentlemen:

There will be on the agenda for your meeting of December 19 an agreement with the Eugene Water and Electric Board covering the Belt Line Road Interchange Section of the Pacific Highway (I-5) in Lane County.

This agreement provides for the State to acquire certain property from Eugene Water and Electric Board in exchange for property along the Board's relocation route. It further provides for the relocation of its facilities in conflict with this project, the construction of a utility conduit for the Board's use, and through an "I" Permit, provides that the State will reimburse the utility for any future moves of the above-mentioned facilities.

The estimated cost to the State for this work is $22,000.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
Attn. T. W. Litchfield
L. H. Young
C. H. Maison
L. H. Chandler

FGP:sg:fp bg

RECEIVED
DEC 21 1966
FOR FILING

I-5-4(55)
6961

Agenda H

RAILROAD COMPANIES
FILE No. 503

Salem, Oregon
December 2, 1966

Construction Agreement - S. P. R. R.
Belt Line Road Interchange Section
Pacific Highway
Lane County

Mr. G. E. Rohde
Chief Counsel
BUILDING

Attention: Mr. Jack L. Sollis
Staff Attorney

Attached for further handling are two copies of an agreement with the Southern Pacific Company providing for the widening of the existing railroad overcrossing structure on the Belt Line Road Interchange Section of the Pacific Highway in Lane County.

When this agreement has been fully signed, please return one executed copy to this office for the Commission's files.

Floyd Query, Secretary

lmr
Attachments

cc: T. W. Litchfield

RECEIVED
DEC 7 - 1966

FOR FILING

Form CD-121 (11-63) (Prss. by A.O. 204-1.10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: November 22, 1966

In reply refer to: 08-35.2-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-5-4(55)197
S.P.R.R. Game Farm Road O'xing
Structure

You were authorized to advertise the subject project for bids by our October 27, 1966 memorandum, but the project was withdrawn. Revised P. S. & E. documents have been reviewed and are hereby approved. You are authorized to readvertise the project for bids. A signed copy of the title sheet is returned herewith.

Authorization to proceed with railroad protective services was withheld in our October 27th memorandum pending submission of a railroad agreement. A proposed Southern Pacific agreement has now been received and is considered satisfactory. When the agreement has been executed, copies should be furnished this office for approval. You are now authorized to proceed with railroad protective services. Submission of written evidence that the railroad has approved the design plans is necessary prior to our concurrence in award.

Attachment

NOTED
F. B. KLABOE

12-7-66
REFERRED TO
[illegible]
BY ASST. STATE HWY. ENGR.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
NOV 16 1966
FOR FILING

I-5-4 (55)
6961

November 16, 1966

Oregon State Highway Commission

Gentlemen:

There will be on the agenda for the November 22 meeting an agreement with the Southern Pacific Company providing for the widening of the existing railroad overcrossing structure on the Belt Line Road Interchange Section of the Pacific Highway in Lane County.

This agreement is the usual form agreement prepared by the Southern Pacific Company and provides that the State will reimburse the Railroad an estimated amount of $10,905 for its work on this project.

We recommend your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
Attn: T. W. Litchfield
L. H. Young
C. H. Maison
L. R. Chandler

TWL:fp bg

RECEIVED
NOV 1966
COMMISSIONERS

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-5-4 (55)
6961

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 1, 1966

Mr. Jonel C. Hill
Public Utilities Commissioner
200 Public Service Building
Salem, Oregon 97310

Re: Pux 603 - Game Farm Road O-Xing
Southern Pacific Company
Lane County
Motion to Amend Order No. 43097

Dear Sir:

Herewith I hand you original and 4 copies of Motion to Amend Order No. 43097 of the State Highway Commission in the above-titled matter.

Two of the copies are for service upon Southern Pacific Company, one copy for service upon Lane County and two copies are for use by your office.

When serving Lane County will you please serve the copy of the Motion to Amend on Mr. Gerald K. Attig, Lane County Engineer.

Very truly yours,

NOTED
F.B. KLABOE

G. E. ROHDE
Chief Counsel

By
JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:ja
Encls.

cc: F. B. Klaboe
R. L. Porter
Ivan Merchant
F. D. Morgan
E. S. Hunter
L. R. Chandler
R. N. Chase
F. B. Crandall
T. W. Litchfield
Harold Reynoldson

RECEIVED
NOV 2 1966
OFFICE OF
STATE HIGHWAY ENGINEER

JLS:ja
11-1-66

PUX 603

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the matter of the application of the STATE OF OREGON, by and through its State Highway Commission, for authority to widen the existing northbound structure over the tracks and right of way of the Woodburn-Springfield Branch of the Southern Pacific Company on the Pacific Highway, known as the "GAME FARM ROAD OVERCROSSING" project in the Northwest Quarter of the Southwest Quarter (NW¼SW¼) of Section 15, Township 17 South, Range 3 West, Willamette Meridian, Lane County, Oregon.	M O T I O N T O A M E N D O R D E R N O. 4 3 0 9 7 SXF No. 362

Comes now the Applicant and moves that Order No. 43097 be amended as follows:

I

That paragraph 3 of page one be amended to add "Revised Drawing" in front of "21759" on line two of said paragraph.

II

That paragraph 4 of page two be amended by striking "6.25" in the third sentence and substituting therefore "7.50" and in the same sentence strike "42.5" and substitute therefor "45.0".

Applicant further alleges that:

I

Spans 1 and 2 have been altered to provide that the minimum horizontal and vertical clearances remain as before.

II

That in all other respects Order No. 43097 conforms to the revised Drawing No. 21759 attached hereto and by this reference made a part hereof.

Dated at Salem, Oregon, this 1st day of November, 1966.

STATE OF OREGON, by and through
its State Highway Commission
G. E. ROHDE
Assistant Attorney General and Chief
Counsel for the State Highway Commission

By_____
Jack L. Sollis
Utilities & Railroad Attorney

JLS:ja
11-1-66

STATE OF OREGON)
) ss
County of Marion)

I, IVAN D. MERCHANT, being first duly sworn, say that I am Bridge Engineer for the Oregon State Highway Commission, and that the foregoing Motion to Amend Order No. 43097 is true as I verily believe.

IVAN D. MERCHANT

Subscribed and sworn to before me this 1st day of November, 1966.

JACK L. SOLLIS
Notary Public for Oregon
My commission expires December 19, 1968

I certify that the above is a true and correct copy of the foregoing Motion to Amend Order No. 43097 and the whole thereof.

JACK L. SOLLIS
Utilities & Railroad Attorney

FORM E-123X 50M 4-62

RECEIVED
NOV 1 1966

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-5 4 (55)

6961

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 31, 1966

Southern Pacific Company
Union Station
Portland, Oregon 97209

Attention: Mr. A. W. Kilborn
Superintendent

Subject: SPRR and Game Farm Rd. O'xing
Widening of N.B. Structure
Game Farm Road Intchg. Section
Pacific Highway
Lane County
Br. No. 8182A

Gentlemen:

Pursuant to our telephone conversation this morning, we are attaching 4 prints of our revised Dwg. No. 21759 which is the plan and elevation of the subject structure showing the proposed roadway widening. As mentioned this morning, we have revised the previous proposed widening from 12'6" to 15'0", thus increasing the roadway width by 2'6". In doing so, we have altered the span lengths of Spans Nos. 2 and 5 in order that the horizontal clearance would remain the same. Contrary to the information given you this morning, the minimum vertical clearance will remain the same.

We are applying to the Public Utilities Commissioner for an amended order embodying this change and as we are anxious to get this work under contract, would appreciate your earliest answer upon receipt of the notice of amendment. As soon as they are revised, we will send you copies of the completed set of plans for your review and approval.

Very truly yours,

NOTED
TOM EDWARDS

Ivan D. Merchant
Bridge Engineer

TCR:mb
Encls.
cc: Tom Edwards
Jack Sollis
T. W. Litchfield

RECEIVED
OCT 31 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 2 - 1966

FORM E-20X—50M—2-66 SP*23500-734

FOR FILING
I-5 4 (S.)
6961

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 31, 1966

To: G. E. Rohde
Chief Counsel

B U I L D I N G

Att: Jack Sollis

SUBJECT: Amendment to PUC Order PUX 603
Game Farm Road O'xing
Southern Pacific Company
Pacific Highway, Lane Co.
Br. No. 8182A

It has been found necessary to increase by 2'6" the width of the proposed widening of the present northbound structure over the Southern Pacific Company tracks and in doing so, we will have to petition the PUC Commissioner for an amendment to his Order No. 40397 on PUX 603.

We are attaching 12 prints of Dwg. No. 21759 on which we have revised the width of roadway by the above amount. You will note that the distance from the center line of the present structure to the curb now reads 30'0" instead of 27'6" and that the lengths of Spans Nos. 2 and 5 have been altered in order that the horizontal clearance will remain the same as before. The minimum vertical clearance has not been changed.

As we are quite anxious to get this work under contract, will you please expedite the petition for amendment as much as possible. We talked with E. A. Kendrew of the Southern Pacific Railroad regarding this matter this morning and he assured us that they would give this their immediate attention.

ORIGINAL SIGNED
T. C. ROAKE
Theo. C. Roake
Assistant Bridge Engineer

TCR:mb
Att.
cc: ~~Tom Edwards~~
T. W. Litchfield

NOTED
TOM EDWARDS

RECEIVED
NOV 1 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 4 - 1966
FOR FILING

Form CD-121 (11-58) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

I-5-4 (55)

TO 641 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: October 27, 1966

In reply refer to: 08-35.2-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-5-4(55)197
S.P.R.R. Game Farm Road O'xing Section Structure

P. S. & E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

This approval is given with the understanding that you may increase the width of the added bridge portion to include 6' shoulders per a previous discussion between representatives of your department and our office.

Our authorization is with the understanding that any relocation assistance necessary was previously furnished and that necessary right of way is available with access rights previously acquired except that contrary to Mr. Oakes' October 13, 1966 statement, right of entry into railroad property has not been obtained as indicated in Mr. Litchfield's October 19, 1966 statement. Prior to our concurrence in award and/or authorization to proceed with railroad protective services, a railroad permit of entry or agreement should be furnished to this office.

You are authorized to proceed with contractor's flagging included in your estimate for $500.00.

Mr. Young's October 19, 1966 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items previously accepted.

Attachment

11-3-66
REFERRED TO
Young w/enc.
BY ASST. STATE HWY. ENGR.
cc Estes - Marchant

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
OCT 27 1966

FORM 5-00 SOM 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 26, 1966

FOR FILING
I-5-4 (55)
6961

SUBJECT: Pux 603 - Game Farm Road O-Xing
Southern Pacific Company
Lane County

To: Mr. R. L. Porter
Deputy State Highway Engineer

Building

Herewith I hand you a copy of Order No. 43097, issued by the Public Utility Commissioner under date of October 21, 1966, relative to the above-titled matter.

Jack L. Sollis
JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:ja
Encl.

cc: F. B. Klaboe (1)
Ivan Merchant (1)
F. D. Morgan (2)
E. S. Hunter (2)
L. R. Chandler (2)
R. N. Chase (3)
F. B. Crandall (1)
T. W. Litchfield (1)
Harold Reynoldson (1)

NOTED
R L PORTER

RECEIVED
OCT 26 1966
OFFICE OF
STATE HIGHWAY ENGINEER

ORDER #43097

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF-362

In the Matter of the Application of the STATE OF OREGON, by and through its State Highway Commission, for authority to widen the existing northbound structure over the tracks and right of way of the Woodburn-Springfield Branch of the Southern Pacific Company on the Pacific Highway, known as the "GAME FARM ROAD OVERCROSSING" project in the Northwest Quarter of the Southwest Quarter (NW¼SW¼) of Section 15, Township 17 South, Range 3 West, Willamette Meridian, Lane County, Oregon.	ORDER

On June 22, 1966, the State of Oregon, through its State Highway Commission, applied to the Commissioner for authority to alter an existing railroad-highway crossing at the location and in the manner set forth in the above title. The crossing is made by means of a grade separation structure which carries highway traffic over and above the tracks of Southern Pacific Company.

Applicant alleges that the filing is made under the authority of ORS 366.205, ORS 763.040 and ORS 763.050; that such alteration, and the increased roadway width that will result therefrom, is necessary for the proper service, safety and convenience of the traveling public.

Attached to and a part of the Application are drawings numbered 21779 and 21759 issued by the Oregon State Highway Department, being respectively a vicinity map and profile of the area and a plan and elevation of the proposed structure after alteration. Copies of the Application and the drawings attached thereto were forwarded to the Superintendent and the Attorneys for Southern Pacific Company and the County Court of Lane County. No objections were made to the construction as proposed or to the granting of the Application in accordance with the terms and provisions set forth therein.

No issues are raised by the railroad company or public body in interest that are within the purview of ORS 763.080. Due consideration has been given to all that is set forth in the Application and the record herein. The delay that would be occasioned and the expense that would be incurred by the holding of a public hearing on this matter is unjustified. Good cause appearing therefore such public hearing will not be held.

Based upon the Application and the records and files of the Commissioner it is found that:

The proposed construction will be approximately 0.3 miles north of Armitage Station on Southern Pacific Company's Woodburn-Springfield Branch in Lane County, Oregon. It crosses the single branch track of the Southern Pacific Company which is defined as a railroad in ORS 763.010 and hereafter referred to as "Railroad". Approximately 2 trains are operated over the track beneath the structure each month. Upon completion of the alteration, the estimated annual average daily traffic over said structure will be 6,000 vehicles with an anticipated increase to 13,400 by 1986.

The existing structure is 335 feet in length and composed of reinforced concrete having six deck girder spans. The center line of the Game Farm Road Overcrossing at Engineering Station 423 + 74.47 intersects the center line of the railroad track at Railroad Engineering Station 217 + 20.73. Applicant proposes to move the construction center line a distance of 6.25 feet; to increase the width from 30.0 feet to 42.5 feet between curbs with no provision for foot traffic.

The railroad track now passes beneath the central span and the standard horizontal and vertical clearances now existing will be provided after alteration.

On September 12, 1966, Applicant filed a Motion to Amend the Application and requested authorization for temporary impaired vertical clearance of 21 feet and no inches made necessary by the erection of false work during construction. Copies of the Motion to Amend Application were forwarded to the Superintendent and Attorneys for

Southern Pacific Company and the County Court of Lane County. No objections were made to the Amended Application in accordance with the terms and provisions set forth therein. The Motion to Amend is hereby granted.

Applicant proposes that the construction and maintenance of the project be divided and the costs thereof be borne as follows:

THINGS TO BE DONE BY APPLICANT:

(a) Prepare plans and specifications and award a contract or contracts for the widening of the existing northbound (east) grade separation structure, including highway approaches, and supervise the construction thereof;

(b) Finance the construction of said project, including reimbursement to railroad company for its costs incurred in connection therewith;

(c) Upon completion of the project, maintain the structure and all highway appurtenances thereto.

THINGS TO BE DONE BY RAILROAD:

(a) Subject to reimbursement by Applicant, as set forth in paragraph (b) above under THINGS TO BE DONE BY APPLICANT, furnish such engineering, inspection, watchman and flagman services as may be necessary to protect railroad operations during the period of construction of the project.

(b) At its own expense, maintain the railroad tracks with their appurtenances and facilities.

No objections have been made to the alteration of the existing structure or to the method of its reconstruction. The additional width thereby provided will greatly benefit highway users and be mainly for the convenience and accommodation of the public. The terms and conditions set forth above which relate to the division of work to be performed in the reconstruction and subsequent maintenance of the structure and in the bearing of costs therefor, are acceptable to Applicant and the Railroad, are just and reasonable and they are herein approved.

From the foregoing it is concluded that it is in the public interest that the Application be granted and that the proposed alteration be authorized. It is therefore

ORDERED that the Amended Application of the State of Oregon, by and through its Highway Commission, for authority to alter an existing highway overcrossing structure designated as Crossing No. CC-648.4-A, known as the Game Farm Road Overcrossing project, be and the same is hereby granted under the following terms and conditions:

1. The reconstruction shall be done in accordance with modern accepted engineering practices, and the alteration shall be made in conformity as to details of location, design and dimension with the plans and profiles submitted by Applicant and above identified;

2. All work incidental to the alteration of the structure and its future maintenance shall otherwise be done and the costs thereof be borne in accordance with the terms and conditions that are set forth and approved in the findings of the Commissioner which are hereinabove made; and it is further

ORDERED that a variance from the provisions of Rule 44-055 of the Commissioner's Rules and Regulations be and the same is hereby granted, and that the placement of false work or building materials at a minimum distance of 21 feet above top of rail of the existing track, and the operation of trains over the track during the construction period under the above conditions of impairment, be and the same is thereby authorized; and it is further

ORDERED that the designation CC-648.4-A presently assigned to the overcrossing structure be continued as a means of identification of the crossing in the Commissioner's Catalog of Railroad Crossings in Oregon.

Made, entered and effective this 21st day of Oct, 1966.

Public Utility Commissioner

(SEAL)

Form CD-121 (11-63) (Prev. by A.O. 206-16)

UNITED STATES GOVERNMENT

Memorandum

I 5-4(55)

461

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street, NE
Salem, Oregon 97301

DATE: October 19, 1966

In reply refer to: 08-35.EC/710.11

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Federal-aid Interstate Program

Mr. Young's October 12, 1966 letters submitted four projects for inclusion in the subject program. These Stage 2 Construction and Right of Way phase projects are approved effective today and are detailed as follows:

Item	Project	Location	Work
406	I-80N-[illegible](29)256	LaGrande ByPass Section	ROW
407	I-5-4(55)197	SPRR & Game Farm Rd. O'xing	Structure
[illegible]	I-80N-2(36)61	2nd Ave. Interchange (Hood River)	Illumination
409	I-80N-5(23)169	Irrigon Jct-Stanfield Jct.	5 structures

Item 406, LaGrande ByPass Section, you are authorized to proceed with right of way incidentals and relocation payments on the entire project, and with actual acquisition from Station 201 to 360. This authorization for acquisition does not include parcels 40265(2), 40265(3), 40267, 40268(4) and 40268(2) as the associated work has not been justified or approved. In addition all land service facilities for land owners must be justified in accordance with State liaison procedures and your files appropriately documented.

This approval provides for improvement on 6.213 miles of Interstate Highway at a total estimated cost of $3,014,000 of which $2,772,800 is reserved as Federal-aid Interstate funds.

NOTED
F. S. KLABOE

REFERRED TO
[signature]
Asst. State Hwy. Engr.
10-24-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Commissioners
J. Pat Metke, Bend
Chairman
Wayne L. Phillips, Baker
Vice-Chairman
John P. Amacher, Winchester
Tallant Greenough, Coquille
Joseph W. Smith, Klamath Falls

RECEIVED
OCT 18 1966

I-5-4 (55)
6961

N. Bound Widening
Now. Letting

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

October 14, 1966

Routing

Morgan
Docker
Bond
Barboo
Walker
Glenn
Swan

RECEIVED
OCT 17 1966
CONSTRUCTION
DIVISION

Pearson
Morelock
Trout
Scott
Wills
Litchfield
Olson

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention Mr. F. D. Morgan

Dear Sir:

We are replying to your letter of October 6, 1966 which referred to the plans for the following projects:

1. Belt Line Road Interchange (widen railroad structure)Section, Pacific Highway, Lane County.

2. Second Street Interchange (Hood River) Section, Columbia River Highway, Hood River County.

3. Irrigon Junction-Stanfield Junction Section, Old Oregon Trail Highway, Umatilla and Morrow Counties.

4. Forest Grove-Gaston Section, Tualatin Valley Highway, Washington County.

5. Forest Grove Section, Tualatin Valley Highway, Washington County.

The only projects in which we have an interest are the two on Tualatin Valley Highway. Passage must be provided for fish at the crossings of Scoggins and Gales Creeks. These two streams are important for both resident and anadromous fish.

Thank you for the opportunity of reviewing the plans for these projects.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

10-17-66 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (5)
T. C. Roake
J. E. Morelock
L.W. Rulien (4)
L. R. Chandler (2)
J. F. Putnam (2)
A. F. Parson (2)
fp

RECEIVED
OCT 18 1966
OFFICE OF
STATE HIGHWAY ENGINEER

F. B. KLABOE
NOTED
RECEIVED
OCT 17 1966
OREGON
STATE HIGHWAY COMMISSION

ROK:ae
cc: Director OFC

RECEIVED
SEP 16 1966
FOR FILING

COMMISSIONERS
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I S 11(SE)

6961

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 14, 1966

NOTED
R. L. PORTER

Mr. Jonel C. Hill
Public Utility Commissioner
200 Public Service Building
Salem, Oregon 97310

N. Bound
Widening
—Nov. letting

Re: Pux 603
Your SAF-362
Game Farm Road O-Xing
Southern Pacific Company
Lane County

Dear Sir:

Herewith I hand you original and 4 copies of Motion to Amend Application of the State Highway Commission in the above-titled matter.

Two of the copies are for service upon Southern Pacific Company, one copy for service upon Lane County and two copies are for use by your office.

Very truly yours,

G. E. ROHDE
Chief Counsel

By
JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:ja
Encls.

cc: R. L. Porter
F. B. Klaboe
J. D. Morgan
Ivan Merchant
E. A. Chandler
F. W. Litchfield

RECEIVED
SEP 14 1966
OFFICE OF
STATE HIGHWAY ENGINEER

JLS:ja
9-12-66

PUX 603

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the matter of the application of the STATE OF OREGON, by and through its State Highway Commission, for authority to widen the existing northbound structure over the tracks and right of way of the Woodburn-Springfield Branch of the Southern Pacific Company on the Pacific Highway, known as the "GAME FARM ROAD OVERCROSSING" project in the Northwest Quarter of the Southwest Quarter (NW¼SW¼) of Section 15, Township 17 South, Range 3 West, Willamette Meridian, Lane County, Oregon.	M O T I O N T O A M E N D A P P L I C A T I O N SXF No. 362

Comes now your Applicant, State of Oregon, by and through its State Highway Commission, and respectfully moves to amend its Application in the above-titled matter as follows:

I

Strike paragraph VIII and substitute therefor the following:

> "VIII After completion of the structure, a vertical clearance of 23 feet ½ inch above top of rail will be provided and the minimum horizontal clearance from center of track will be 16 feet 7 inches. An impairment to the standard vertical clearance set forth in Order No. 33700 to the extent of 1 foot 6 inches will be made necessary by the erection of false work during construction, and Applicant requests authorization for this temporary impairment. Telltale warnings will be installed during the period of said impairment."

Dated at Salem, Oregon, this 12th day of September, 1966.

STATE OF OREGON, by and through
its State Highway Commission

G. E. ROHDE

Assistant Attorney General and Chief
Counsel for the State Highway Commission

By_____
JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:ja
9-12-66

STATE OF OREGON)
) ss
County of Marion)

I, IVAN D. MERCHANT, being first duly sworn, say that I am Bridge Engineer for the Oregon State Highway Commission, and that the foregoing Motion to Amend Application is true as I verily believe.

IVAN D. MERCHANT

Subscribed and sworn to before me this 12th day of September, 1966.

JACK L. SOLLIS
Notary Public for Oregon
My commission expires December 19, 1968

I certify that the above is a true and correct copy of the foregoing Motion to Amend Application and the whole thereof.

JACK L. SOLLIS
Utilities & Railroad Attorney

COMMISSIONERS
[illegible], CHAIRMAN
MEDFORD
[illegible], MEMBER
[illegible]
DAVID B. SIMPSON, MEMBER
PORTLAND

RECEIVED
JUN 29 1966
FOR FILING

I-5-4 (55)

6961

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 27, 1966

Mr. Jonel C. Hill
Public Utilities Commissioner
200 Public Service Building
Salem, Oregon 97310

Re: Pux 603 - Game Farm Road O-Xing
Southern Pacific Company
Lane County

Dear Sir:

Herewith I hand you original and 4 copies of application of the State Highway Commission in the above-titled matter.

Two of the copies are for service upon Southern Pacific Company, one copy for service upon Lane County and two copies are for use by your office.

Very truly yours,

G. E. ROHDE
Chief Counsel

By
JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:ja
Encls.

cc: R. L. Porter
F. B. Klaboe
F. D. Morgan
Ivan Merchant
L. R. Chandler
Ted Litchfield

RECEIVED
JUN 28 1966
OFFICE
STATE HIGHWAY ENGINEER

JLS:ja
6-21-66

PUX 603

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the matter of the application of the STATE OF OREGON, by and through its State Highway Commission, for authority to widen the existing northbound structure over the tracks and right of way of the Woodburn-Springfield Branch of the Southern Pacific Company on the Pacific Highway, known as the "GAME FARM ROAD OVERCROSSING" project in the Northwest Quarter of the Southwest Quarter (NW¼SW¼) of Section 15, Township 17 South, Range 3 West, Willamette Meridian, Lane County, Oregon.	)	A P P L I C A T I O N No._____

Comes now the Applicant State Highway Commission and files its Application in the above-titled matter.

The Applicant herein respectfully represents:

I

That the name and address of your Applicant are State of Oregon, by and through its State Highway Commission, State Highway Building, Salem, Oregon 97310.

II

That this Application is made under the authority of ORS 366.205, ORS 763.040 and ORS 763.050.

III

That for the proper service, safety and convenience of the traveling public, Applicant proposes to widen the northbound (east) structure of the Game Farm Road Overcrossing,which overcrossing was authorized by PUC Order #35695, dated November 26, 1957, and the structures designated CC-648.4-A. Said construction necessitates the widening of the northbound (east) structure over the right of way and tracks of the Southern Pacific Company as shown on Oregon State Highway Department Drawing

No. 21779, titled S.P.R.R. & Game Farm Road O'Xing Widening of Northbound Structure, Game Farm Road Interchange Section, Pacific Highway, dated April 5, 1966, Bridge No. 8182A, Vicinity Map & Profile, attached hereto. Also attached hereto is Oregon State Highway Department Drawing No. 21759 with the same title, dated April 1, 1966, being the preliminary plan and elevation; said drawings by reference hereto are made a part hereof. The proposed widening of the northbound (east) structure constitutes a new highway crossing of an existing railroad and no grade crossing will be eliminated. Since the railroad will not benefit from the widening of said structure, no participation in the cost of the widening of said structure is required from the railroad.

IV

That upon completion, the estimated annual average daily traffic over said structure will be 6,000 vehicles with an anticipated increase to 13,400 by 1986. That at the site of the proposed widening there are about 2 switching movements per month which may vary with the requirements of the industries served.

V

That the centerline of the proposed widening is 22-feet, 5-inches, east and parallel with the centerline of the present northbound (east) structure. The length of the widening will be the same as the present structure but the span length of the intermediate spans will vary to provide the same clearances as provided by the present structure. The final roadway will be 42-feet, 6-inches, between curbs with no provision for foot traffic. The proposed widening will have the same grade line as the present structure, i.e. the structure being on a 1600-foot vertical curve with a 2% ascending grade from the north and south. The point of intersection of the 1600-foot vertical curve is Station L^{5}423+30 at elevation 463+80.

JLS:ja
6-21-66

VI

That the Southern Pacific Company and Lane County are the only parties affected by the proposed widening.

VII

That the Applicant proposes that the construction and maintenance of the project be handled and the costs thereof be borne as follows:

THINGS TO BE DONE BY APPLICANT:

(a) Prepare plans and specifications and award a contract or contracts for the widening of the existing northbound (east) grade separation structure, including highway approaches, and supervise the construction thereof.

(b) Utilizing State and Federal highway funds, finance the construction of said project, including reimbursement to railroad company for its costs incurred in connection therewith; accounting practices to be followed and reimbursement made as provided in Bureau of Public Roads' Policy and Procedure Memorandum No. 30-3, issued August 15, 1955, and amendments and supplements thereto.

(c) Upon completion of the project, maintain the structure and all highway appurtenances thereto.

THINGS TO BE DONE BY RAILROAD:

(a) Subject to reimbursement by Applicant under Federal Regulations as set forth in paragraph (b) above under THINGS TO BE DONE BY APPLICANT, furnish such engineering, inspection, watchman and flagman services as may be necessary to protect railroad operations during the period of construction of the project.

(b) At its own expense, maintain the railroad tracks with their appurtenances and facilities.

VIII

That at all times during construction and after completion of the proposed structure, vertical and horizontal clearances will exceed the minimum standards set forth in the Public Utility Commissioner's Rules.

IX

That the proposed project is located in the Northwest Quarter of the Southwest Quarter (NW¼SW¼) of Section 15, Township 17 South, Range 3 West, Willamette Meridian, Lane County, Oregon.

WHEREFORE, Applicant prays for an order authorizing said construction and allocation of the costs thereof, in accordance herewith and for such other order or orders as may be proper in the premises.

Dated at Salem, Oregon, this 22nd day of June, 1966.

STATE OF OREGON, by and through
its State Highway Commission

G. E. ROHDE
Assistant Attorney General and Chief
Counsel for the State Highway Commission

By_____
JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:ja
6-21-66

STATE OF OREGON)
) ss
County of Marion)

I, IVAN D. MERCHANT, being first duly sworn, say that I am Bridge Engineer for the Oregon State Highway Commission and that the foregoing Application is true as I verily believe.

IVAN D. MERCHANT

Subscribed and sworn to before me this 22nd day of June, 1966.

JACK L. SOLLIS
Notary Public for Oregon
My commission expires December 19, 1968

I certify that the above is a true and correct copy of the foregoing Application and the whole thereof.

JACK L. SOLLIS
Utilities & Railroad Attorney

RECEIVED
JUN 20 1966
FORM L-30X—30M—1-66 SP*19102-734

FOR FILING
I-5-4 (55)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 15, 1966

To: Mr. G. E. Rohde
Chief Counsel

Att: Mr. Jack Sollis
Utilities and Railroad
Attorney

SUBJECT: Application for PUC Order
Game Farm Road and SP
Railroad Overcrossing
Pacific Highway, Lane County
Widening of present northbound
structure over SP Co. Tracks
Bridge No. 8182A

In order to provide an accelerating lane on the east side of the northbound lanes of the Pacific Highway at the Game Farm Road Interchange, it will be necessary to widen the present structure overcrossing the SP Company tracks. It will be necessary to prepare the PUC order for submission to the Commissioner.

12 prints each of Dwgs. Nos. 21779 and 21759, the vicinity map and plan and elevation drawings respectively, are attached.

The proposed widening is in the NW¼ of the SW¼ of Sec. 15, T. 17 S., R. 3 W., W.M., Lane County, Oregon. The center line of the proposed widening is located 22' east and parallel with the center line of the present east structure, the length being the same as the present structure with the exception that the span length of the intermediate spans will vary to provide the same clearances as provided by the present structure. The final roadway width will be 42'6" between curbs with no provision for foot traffic. The proposed widening will have the same grade line as the present structure, i.e., the structure being on a 1600' V.C. with a 2% ascending grade from the north and 2% ascending grade from the south. The PI of the vertical curve located at Sta. L 423+30 is elevation 463.80. The minimum vertical and horisontalclearances are indicated on Dwg. No. 21759 and are in all instances, greater than the minimum PUC requirements.

The widening of this overcrossing is to be constructed with Federal and State funds. Since the railroad will not benefit from the widening of the structures, no participation in the cost is requested from the railroad. Any necessary expenses incurred by the railroad in connection with the construction of this project will be reimbursed as permitted by PPM 30-3 with amendments and additions thereto.

NOTED
TOM EDWARDS

The average northbound daily traffic on the Pacific Highway is approximately 6,000 with an anticipated increase to 13,400 vehicles per day in 20 years. The railroad movements at the site are about 2 switching movements per month. This varies according to the requirements of the industries served.

Will you please prepare an application to the PUC Commission for an order permitting this construction.

ORIGINAL SIGNED
T. C. ROAKE

Theo. C. Roake
Assistant Bridge Engineer

TCR:mb
cc: Tom Edwards
Ted Litchfield

RECEIVED
JUN 16 1966
OFFICE OF
STATE HIGHWAY ENGINEER

FORM [illegible] 3-65

RECEIVED
APR 5 - 1966

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID [illegible]
PORTLAND

J - 4 (55)

6961

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 29, 1966

Southern Pacific Company
Union Station
Portland, Oregon 97209

Attention: Mr. A. W. Kilborn
Superintendent

Subject: SPRR and Game Farm Road
Overcrossing of Northbound
Structure
Game Farm Road Intchg. Sec.
Pacific Highway
Lane County
Br. No. 8182A

Gentlemen:

In the near future in order to provide an acceleration lane for traffic moving in a northerly direction from the Game Farm Road Interchange, it will be necessary to widen the northbound or east structure on the Pacific Highway which crosses the Southern Pacific Railroad tracks located alongside the Game Farm Road.

We are attaching three prints each of Dwgs. Nos. 21759 and 21779 which are the preliminary plan and elevation and vicinity map and profile drawings respectively, which will be the exhibits in the request for a PUC order.

The minimum clearances of the widened section of the overcrossing will not be less than those approved by the PUC at the time the original structure was built. No additional easement will be required as the proposed widening lies within the existing easement which was granted and shown in the Railroad File No. 503 dated November 24, 1958. The project will be financed entirely by federal and state funds and your company will be reimbursed for its necessary expenses incurred in the work as permitted by PPM 30-3 with amendments and additions thereto.

In this construction project, the state will prepare plans, specifications, award the contract and supervise construction and on completion of construction, the state will maintain the overcrossing structure and other highway appurtenances. Your company, subject

NOTED
[illegible] EDWA[illegible]

to the limitations of PPM 30-3 should furnish preliminary engineering watchmen flagmen services to protect your operations during the construction period, remove and protect your signal and communication lines during the same period and replace in final location upon completion of construction, maintain the roadbed and trackage at your own cost and expense.

Will you please return one print each of the enclosed drawings with your comments or approval noted thereon.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

TCR:mb
Encls. ✓Tom Edwards
cc: Ted Litchfield
Jack Sollis
Floyd Scott

S-556(1) Long Tom R. (Clear Lake Road) Bridge 1966

#6962

C.A.I 2020

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 94153

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
2-14-68	CC 1109		520-2030-997 Contract 6962

Lane County
Courthouse
Eugene, Oregon 97401

RECEIVED
FEB 15 1968
ENGINEER
COUNTY & CITY DIVISION

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attn: O. T. Attig, Director of Public Works			
Final Billing: Long Tom River (Clear Lake Road) Bridge, BR 934. Covered by agreement dated November 22, 1966.			
County advance deposit		35,000.00	
Less amount previously transferred		20,000.00	
			15,000.00
County share of construction		30,811.15	
Less amount previously transferred		20,000.00	
			10,811.15
Amount Due County			4,188.85

ACKNOWLEDGED

By .....

NOTED
H. S. COX

NOTED
RICHARD UNREIN

NOTED

RECEIVED
SEP 15 1967
FOR FILING

S-5556(1)

6962

September 15, 1967

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 6962 awarded to Hamilton Construction Company for construction of the Long Tom River (Clear Lake Road) Bridge on FAS 934 in Lane County was completed on August 1, 1967, and accepted by the Highway Commission on September 14, 1967.

Final payment in the amount of $4,689.07 will be released to the contractor after September 22, 1967. The total contract amount is $156,302.30 and no work was performed under forces account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc Hamilton Construction Company
P. O. Box 1376
Eugene, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
SEP 15 1967

S-556(1)

6962

September 14, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed August 1, 1967, on Contract No. 6962. The contract was with Hamilton Construction Company and was for the structure on the Long Tom River (Clear Lake Road) Bridge Section of FAS 934 in Lane County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective September 14, 1967, and that you concur in this procedure at the Commission meeting on October 31.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
P. B. Klaboe
V. D. Wolfe
C. H. Maison
Ivan Merchant
L. H. Young
L. R. Chandler

srb kf

S-556(1)

FORM E-1 (REV. 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Long Tom River (Clear Lake Road) Bridge		WEEK ENDING: 8-5-67
		SECTION PREFIX: 520-1030
HIGHWAY: FAS Route 934		COUNTY: Lane
NAME OF JOB: Long Tom River (Clear Lake Rd.) Bridge	KIND OF WORK: Structure	
CONTRACTOR: Hamilton Construction Co.	CONTRACT NUMBER: 6962	FEDERAL AID PROJECT NUMBER: S-556(1)
DATE OF CONTRACT: 12-22-66	DATE WORK STARTED: 1-23-67	ESTIMATED COMPLETION DATE: August 1, 1967
AVERAGE FORCE ON PROJECT FOR THE WEEK: 3 MEN: 2 SUPERVISION: 1	SPECIFIED WORK DAYS: — SPECIFIED CALENDAR DAYS: 200	WORK DAYS USED: — CALENDAR DAYS USED: 201
	SPECIFIED COMPLETION DATE: —	PERCENT OF TIME ELAPSED: 91%
PROJECT AUTHORIZATION: $ 174,110.62		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
EXCLUSIVE OF ENGINEERING: $ 161,729.42	ENGINEERING AUTHORIZATION: $ 12,381.20	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 156,350.10	ENGINEERING COST TO DATE: $ 8,775.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 97%
ESTIMATED PERCENT: UNDERRUN 3.1%	PERCENT OF AUTHORIZATION 71%	DATE PROJECT WAS COMPLETED: August 1, 1967

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
—	—	—	—	—	—		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	Not Applicable				
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

1 Pickup

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	14348							
PERCENT	100%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Fair			
TUESDAY	Fair			
WEDNESDAY	Fair			
THURSDAY	Fair			
FRIDAY	Fair			
SATURDAY				

Routing

RECEIVED

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY 7-31	Completed aligning double parapet rail. Mr. Lew Freeman looked over structure; work accepted by Lane County.
TUESDAY 8-1	General cleanup; Structure complete.
WEDNESDAY 8-2	
THURSDAY 8-3	
FRIDAY 8-4	
SATURDAY	

REMARKS

Status: Structure complete.

Structure opened to traffic 7-31-67.

FINAL WEEKLY REPORT

SIGNED E A Jones LOCATION 2191 E. 19th Eugene, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

BP-F216

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 90533

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
2-21-67	CE 1047		520-1030-297

Lane County
Courthouse
Eugene, Oregon

Attn Lane County Board of Commissioners

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit			35,000.00
Partial transfer of advance deposit for the Long Tom River (Clear Lake Road) Bridge Section, FAS 934. Covered by agreement dated December 21, 1966.			20,000.00
To be retained			15,000.00

NOTED
P. B. Arensmeier

RECEIVED
FEB 27 1967
COUNTY & CITY ENGINEER
COUNTY & CITY DIVISION

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received With Request: $_____

By _____

NOTED
RICHARD UNREIN

NOTED
[illegible] HARWELL

RECEIVED
JAN 17 1967

GLENN L. JACKSON, CHAIRMAN
Portland
KENNETH N. FRIDLEY, MEMBER
Wasco
DAVID B. SIMPSON, MEMBER
Portland
FLOYD QUERY, SECRETARY
Salem

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
January 17, 1967

S-556(1)
6962

Hamilton Constr. Co.
P.O. Box 1376
Eugene, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 6962 for construction of the Long Tom River (Clear Lake Rd.) Bridge on FAS 934 in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Encl.

Attachment

cc United Pacific Ins. Company
Portland Branch Office
415 S. W. 10th Avenue
Portland 5, Oregon

United Pacific Insurance Co.
Fidelity & Surety Department
P.O. Box 1216
Tacoma 1, Washington

STATE COPY

Form Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
1-64		Oregon
PROJECT REPORT NO.	FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	COUNTY
4 6962	1-5-67	Lane
		PROJECT NO.
		S-556(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Long Tom River (Clear Lake Road) Bridge, FAS 934.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	11-21-66	0.069
OTHER (Specify)		

FUNDS

Pro Rata 63.5%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 170,241	$ 108,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. M. Kleber

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

A. W. PARSONS, Division Engineer

By L. R. Backlund, Admin. Manager

Date executed by Division Engineer JAN 5

Oregon State Highway Department

Federal-Aid
Project No. S-556(1)

LONG TOM RIVER (CLEAR LAKE ROAD) BRIDGE,

FAS 934 in LANE COUNTY

Project agreement estimate.

Salem, Oregon, December 28, 1966

Type Code X081
Clear Lake Road Bridge (Sta. 14+46 to Sta. 18+11.39)(Contract No. 6862)

Shoring, Cribbing, etc.	All Required		$ 14,000.00
Structural Excavation	560 cu.yd.	14.00	7,840.00
Structural Excavation Below Elevation Shown	50 cu.yd.	20.00	1,000.00
Furnish 10 BP 42 Steel Piling	225 lin.ft.	5.00	1,125.00
Drive Steel Piles	9 only	75.00	675.00
Splice Steel Piles	2 only	50.00	100.00
Class "A" Concrete	All Required		63,000.00
45' to 50' Type 3 Prestressed Beams	4 only	1,100.00	4,400.00
75' to 80' Type 3 Prestressed Beams	20 only	1,700.00	34,000.00
Metal Reinforcement	All Required		19,000.00
Metal Parapet Railing	725 lin.ft.	13.00	9,425.00
6-inch Drain Pipe	50 lin.ft.	4.00	200.00
		Subtotal	154,765.00
	10% Engr.	and Cont.	15,476.00
		Total	$ 170,241.00

Length of Structure 0.069 mile

Federal Funds	$ 108,000.00
State Funds	31,120.50
County Funds	31,120.50
Total	$ 170,241.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

RECEIVED
JAN 4 - 1967

FOR
S-566 (1)
6962

MISC. CONTRACTS and
AGREEMENTS No. 3222

December 27, 1966

Board of County Commissioners
Lane County Court
Eugene, Oregon

Gentlemen:

We are enclosing for your files a fully executed copy of a finance construction agreement covering the Long Tom River Bridge Section on FAS 934 in Lane County.

A fully executed copy of this agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

lmr
Enclosure

cc: H. S. Cox
Attn: D. N. Harwell
(Conformed Copy)

RECEIVED
MAR 1 - 1967
FOR FILING
S-556 (1)
6962

1

Bid Dec 15

December 22, 1966

Moulton Constr. Co.
P.O. Box 1376
Eugene, Oregon

Gentlemen:

The State Highway Commission on December 19, 1966 accepted your proposal for construction of the Long Tom River (Clear Lake Road) Bridge on FA. 934 in Lane County for the sum of $154,785 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of Lane County is received and the sum of $35,000 is deposited by the County.

These conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6962. Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin January 5, 1967.

Very truly yours,

Floyd Cuery, Secretary
OREGON STATE HIGHWAY COMMISSION

mln
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.
L. A. Chandler
Ellis Jones
Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (FHWA)

NOTED
H. S. COX

December 15, 1966

Lane County Board of Commissioners
Courthouse
Eugene, Oregon

NOTED
P. B. Arensmeier

NOTED
RICHARD UNREIN

Gentlemen:

On December 15, a satisfactory bid was received from Hamilton Construction Company, Eugene, for constructing the Long Tom River (Clear Lake Road) Bridge Section of FAS 934. As per the agreement between the State and County, the following advance deposit is required from the County prior to awarding of a contract.

Bid Items	$154,765.00
Flagging	----
12½% Engineering & Contingencies	19,345.63
ESTIMATED TOTAL COST.....	$174,110.63

County advance deposit:
20% of $174,110.63 = $34,822 or say $35,000

Please make this advance deposit in the amount of $35,000 payable by check or warrant to the Oregon State Highway Commission and forward same to this office.

Very truly yours,

H. S. Cox
County and City Engineer

By

NOTED
HAROLD
REYNOLDSON

Harold Reynoldson
Planning Engineer

HR:mr
cc: Gerald Attig

NOTED
R. H. PRANGE

NOTED
DON HARWELL

GENERAL INSURANCE COMPANY OF AMERICA
Home Office: 4367 Brooklyn Ave. N.E., Seattle 5, Washington (A Stock Insurance Company)

BAIRCO INSURANCE

Mansfield & Co.
2828 S. W. Corbett St.
Portland, Oregon 97201

Bid Tabulations

PROJECT #4 Long Tom River (Clear Lake Rd.) Bridge about 7 miles Northeast of Elmira,

LOCATION Lane County

OWNER Oregon State Hwy. Dept.

DATE December 15, 1966

ITEM NO.	QUANTITY	DESCRIPTION	BIDDERS			OTHER BIDDERS AMOUNT BID
1		L.S. Shoring, Cribbing, etc.				
2	560	C.Y. Structural Exc.	7,840 14			
3	50	C.Y. Structural Exc. Below Elev. Shown	1,000 20			$ 194,763
4	225	L.F. Furnish 10 BP 42 Steel Piling	1,125 5			
5	9	Only Drive Steel Piles	675 75			
6	2	Only Splice Steel Piles	150 75			$ 19,415
7		L.S. Cl. "A" Conc.	63,000			
8	4	Only 45' to 50' Type 3 Prestressed Beams	4,400 1100			
9	20	Only 75' to 80' Type 3 Prestressed Beams	34,000 1700			$ 173,21[illegible]
10		L.S. Metal Reinf.				
11	725	L.F. Metal Parapet Railing	9,425 13			
12	50	L.F. 8-in. Metal Dr. Pi.	200 4			$ 19,452
			154,765 19,345.63 17H 110 63			$ 194,340
		Total				$ 193,227
						$ 193,337

Bond with GENERAL

S-403 R4 7/60

PRINTED IN U.S.A.

LONG TOM RIVER (CLEAR LAKE RD.) BRIDGE

FAS ROUTE 934

LANE COUNTY

Federal Aid Project No. S-556(1)

Structure			Bids Received December 15, 1966	
1.	All Required	Shoring, Cribbing, etc.		$ 10,000.00
2.	560 cu.yds.	Structural Excavation	$ 12.00	6,720.00
3.	50 cu.yds.	Structural Excavation Below Elevation Shown	12.00	600.00
4.	225 lin.ft.	Furnish 10 BP 42 Steel Piling	6.00	1,350.00
5.	9 only	Drive Steel Piles	100.00	900.00
6.	2 only	Splice Steel Piles	50.00	100.00
7.	All Required	Class "A" Concrete		85,410.00
8.	4 only	45' to 50' Type 3 Prestressed Beams	1,400.00	5,600.00
9.	20 only	75' to 80' Type 3 Prestressed Beams	2,400.00	48,000.00
10.	All Required	Metal Reinforcement		20,692.00
11.	725 lin.ft.	Metal Parapet Railing	7.00	5,075.00
12.	50 lin.ft.	8-inch Metal Drain Pipe	4.00	200.00
			For Comparison of Bids	$184,647.00

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount	$184,647.00
Anticipated Additional Items: None	-
	$184,647.00
Engr. & Cont. (12½%)	23,080.88
Estimated Net Authorization, Constr.	$207,727.88

NOTED
H. S. COX

NOTED
RICHARD UNREIN

Oregon State Highway Commission
State Highway Building
Salem, Oregon

12-15-66

Attention: County and City Division

SUBJECT: Federal Aid Project No. S-556(1)

Highway No. FAS 934

Project Name Long Tom River Bridge on Clear Lake Road.

Gentlemen:

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that: (check one)

☑ There has been no displacement of persons from residences, farms, or businesses; or

☐ All displaced persons have been tendered all assistance possible and given all available information to assist in re-establishment in residence, farm, or business.

RECEIVED
DEC 16 1966
ENGINEER
COUNTY & CITY DIVISION

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Dated at Eugene, Oregon, this 15 day of December, 19 66.

Lane County

Jess Hee
Chairman

Kenneth Nielsen
Commissioner

Frank A. Elliott
Commissioner

Copy to V.G O'Neil
John Oakes
Ivan Merchant
J.E. Morelock
F.D. Morgan

NOTED
HAROLD
REYNOLDSON

(11/29/66)

NOTED
R. H. PRANGE
(12-7-66 150)

NOTED
DON HARWELL

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: County and City Relations Division

Subject: Federal Aid Project No. FAS 934

Highway No. FAS 934 (Clear Lake Road)

Project Name Long Tom River Bridge

Gentlemen:

1. We hereby certify that, to the best of our knowledge and belief, all right-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

*2. We hereby certify that there has been no displacement of persons from residences, farms, or businesses.

*3. We hereby certify that all displaced persons have been tendered all assistance possible and given all available information to assist in re-establishment in residence, farm, or business.

Dated at Eugene, Oregon, this 12th day of October, 1966.

LANE County by its
Board of County Commissioners

Chairman

Commissioner

Commissioner

RECEIVED
OCT 14 1966
ENGINEER
COUNTY & CITY DIVISION

*Certify either paragraph 2 or 3.

Rec'd 10/14/66

NOTED
ON BACKWELL

FAS #934

LANE COUNTY

DEPARTMENT OF PUBLIC WORKS
1820 Roosevelt Boulevard
P.O. Box 3156
Eugene, Oregon
Phone 688-5231

RECEIVED
DEC 9 - 1966
ENGINEER
COUNTY & CITY DIVISION

December 7, 1966

NOTED
P. B. Arnesmeier

NOTED
H. S. COX

FAS. 943
Long Tom Riv. Br.
Clear Lake Rd

Mr. H. C. Cox
County-City Relations Engineer
State of Oregon
State Highway Department
Salem, Oregon 97310

NOTED
RICHARD UNREIN

Dear Sir:

This letter is to confirm information verbally given to Mr. Prange and Mr. Reynoldson.

Where County roads are constructed on easements obtained from the United States Corps of Engineers, Lane County has jurisdiction and control for the issuance of permits to utility companies wishing to occupy that area within the easement lines throughout the length of the Federal ownership.

Sincerely yours,

Luther Freeman

Luther Freeman
Principal Engineer

LF:ln

NOTED
HAROLD
REYNOLDSON

NOTED
R. H. PRANGE

NOTED
DON HARWELL

Gerald K. Attig, Director
John M. Clay, Assistant to the Director
Luther Freeman, Principal Engineer
Harold Williams, Office Manager
Wallace Whiteley, Maintenance Supt.
Orville Rice, Construction Supt.
George Griffin, Subdivision Engineer
Ole Halderson, Bridge Superintendent
Francis Waggoner, County Surveyor

F-45

710.13

FORM PR-48
(REV. 4-62)
Contig Trans. Nos.
11-108, 11-109

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR PROGRAM APPROVAL
(PPM 21-1)

STATE HIGHWAY DEPARTMENT	DATE
Oregon	11/21/66

BY *(Signature)*: Mr. Young's Oct. 31, 1966 letter

TITLE:

CLASS OF FEDERAL FUNDS: Secondary

SYSTEM *(Check one applicable)*: ☐ FAI ☐ FAP ☐ FAU ☒ FAS

PROGRAM SUMMARY

STAGE 1 ITEM NOS. ____ THRU ____				STAGE 2 ITEM NOS. 963 THRU 964			FEDERAL FUNDS
PROJECT CLASS	NO. OF ITEMS	LENGTH (Miles)	TOTAL EST. COST	NO. OF ITEMS	LENGTH (Miles)	TOTAL EST. COST	
HPS							
-HWY							
HIGHWAY				2	0.106	$25,000	$175,000.00
TOTALS AS SUBMITTED							
TOTALS AS APPROVED				2	0.106	$25,000	$175,000.00

REMARKS

Item	Project	Location
963	S-279(3)	4.1 mi. SW of Vernonia (Arcadia Bridge)
964	S-558(1)	1.3 mi. East of Jct. with FAS 201 (Long Tom River Bridge)

Item 963 is classified as a Safety Project.

RECOMMENDED

DATE:

SIGNATURE:

TITLE:

EXCEPTIONS AND REMARKS *(Use additional sheets if required)*

11-21-66

RECEIVED
NOV 29 1966
ENGINEER
COUNTY & CITY DIVISION

APPROVED

DATE: 11/21/66

SIGNATURE: Original signed by T. Dec
Eng. Coordinator

TITLE: T. Dec, Engineering Coordinator

EXCEPTIONS AND REMARKS *(Use additional sheets if required)*

You are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above projects in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for these projects are lower than the minimum design standards as approved March 23, 1956, this office should be notified of such proposed exceptions and reasons thereof.

USCOMM-DC 41160-P62

PREVIOUS EDITIONS OF THIS FORM MAY BE USED

MONTHLY TRANSACTION NO. 11-109

DATE SUBMITTED TO W. O. 10/31/66

FORM PR-1 (REV. 4-61)

FEDERAL-AID PR (PPM 21

CARD 2 — REPORT NUMBER: 1 (19)(20) — PROJECT LOCATION (45 typewriter spaces): Co.Rd. 1.3 mi. East of Jct. with FAS 201 (21–65)

ADT — PRESENT: 1,150 — FUTURE: 2,100 (66) — YEAR: 86 (70)(71)

CARD 3 — CHARACTER OF PROPOSED WORK (35 typewriter spaces): One Bridge (28–62) — NATL. FOREST (63)(65) — FH ROUTE NO. (66)(68) — SUPV AGCY (69) — DA CLASSIF. (70) — DA AREA (71) — EMERG. YR.: B-3 (72)(73) — PL. AUTH (74)

COUNTY NAME

CARD 4 — CLASS OF FEDERAL FUNDS: Secondary — ROUTE NO. S — FEDERAL-AID: 934

NAME OF URBAN AREA (17-31)

ESTIMATED PROJECT CO

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-19)	(16)	41	42	43–46	53	Co.Rd. 1.3 mi. East of Jct. with FAS 201	(54)(58)	(59)(66)	(67)
5					PE		/Long Tom River (Clear Lake Road) Bridge/			
5					ROW					
5	30			3	CONST (CODE) X081	6		0.069	$205,000	$123,000
							PROJECT TOTALS	0.069	$205,000	$123,000

(16) (23)(24)

CARD 1 — CODE 1 — PREPARED BY

1 — 14 — PROGRAM APPROVAL DATES

NOV 21 1966

Oregon Division
Salem

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
AS 201	ADT	1,150	2,100	86	08	Oregon	35	022	964

	SUFV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
				B-3		S-	556(1)			

COUNTY NAME: Lane — CODE: 039

ROUTE NO. S — FEDERAL-AID: 934 — STATE: Co.Rd. — U.S.:

PROGRAM STAGE: [ ] 1 OR [X] 2

	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
t 201 lear e7						One concrete pre-stressed beam bridge, length 363', HC 30' with 5' sidewalk one side.
						ROW - 60' Normal; Access Control - None; Parking Restrictions - None.
	0.069	$205,000	$123,000	$41,000	$41,000 (Co.)	
CT LS	0.069	$205,000	$123,000	$41,000	$41,000 (Co.)	

RECEIVED
NOV 29 1966
ENGINEER
COUNTY & CITY DIVISION

REMARKS

Assistance to displaced persons - None involved.

USCOMM DUSCOMM-DC 48908-P61

LONG TOM RIVER (CLEAR LAKE RD.) BRIDGE

Project S-556(1)

Existing Facilities:

A narrow pile trestle bridge 170' long, 7 bents, overhead clearance of 24', 20' oil mat wearing surface.

Adjacent Sections:

East End: 20' of oil and 6' shoulders.
West End: 20' of oil and 6' shoulders.

Project Data:

Construct a reinforced concrete bridge 363' long with a 30' roadway and a 5' sidewalk on the north side. Bridge is on improved alignment and grade. County will construct approaches.

Right of Way:	Per Army Engineers' permit, obtained by County
Access Control:	None.
RR Xing:	None.
Minimum Design Standards:	No exceptions.
System Action:	Approved March 24, 1966.
Public Hearing:	None required.
Unusual or Complicated Situations:	None.

Route Data: FAS 934 extends from FAS 201 (Territorial Hwy.) at the Fern Ridge reservoir easterly to FAP 3 (Pacific Hwy. West) north of Eugene, and traverses suburban residential tracts, farm acreages, and the Fern Ridge Reservoir recreational area. It serves as a school bus, mail, farm to market, recreational, residential and commercial route. Economic and social features include home sites, farming, recreation, schools, small businesses, an airport and small communities.

November 15, 1966
(date)

P. B. Arentsmeier

NOTED
RICHARD UNREIN

Mr. G. K. Attig, Director
Lane County Public Works Department
P. O. Box 3156
Eugene, Oregon

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310). Retain the second copy for your records.

Highway FAS 934

Section Long Tom River (Clear Lake Road) Bridge (FAS-C)

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes [ ] No [X]

If answer is yes, please list organizations:

NOTED
HAROLD REYNOLDSON

RECEIVED
NOV 25 1966
ENGINEER
COUNTY & CITY DIVISION

November 23, 1966
(date)

By James Lee

By Kenneth Nielsen
Commissioner

By Elmer A. Smith
Commissioner

NOTED
R. H. PRANGE

NOTED
H. S. COX

Copy to L H Young
Attention: L O Kitzinger

LANE COUNTY

DEPARTMENT OF PUBLIC WORKS
1820 Roosevelt Boulevard
P.O. Box 3156
Eugene, Oregon
Phone 688-5231

October 13, 1966

NOTED
H. S. COX

NOTED
P R Arensmeier

NOTED
H. S. COX

NOTED
RICHARD UNREIN

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: H. S. Cox
County and City Engineer

Re: Long Tom River Bridge
FAS 934, Clear Lake Road

Gentlemen:

Enclosed is your copy of the right-of-way certification form executed today by the Lane County Board of Commissioners.

We hereby certify that there has been no displacement of persons from residences, farms, or businesses.

Very truly yours,

Gerald K. Attig

Gerald K. Attig
Director of Public Works

GKA:ln
Enclosure (1)

NOTED
HAROLD REYNOLDSON

NOTED
R. H. PRANGE

RECEIVED
OCT 14 ...
ENGINEER
CITY & CITY DIVISION

Gerald K. Attig, Director
John M. Clay, Assistant to the Director
Luther Freeman, Principal Engineer
Harold Williams, Office Manager
Wallace Whiteley, Maintenance Supt.
Orville Rice, Construction Supt
George Griffin, Subdivision Engineer
Ole Halderson, Bridge Superintendent
Francis Waggoner, County Surveyor

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: County and City Relations Division

Subject: Federal Aid Project No. FAS 934

Highway No. FAS 934 (Clear Lake Road)

Project Name Long Tom River Bridge

Gentlemen:

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

*2. We hereby certify that there has been no displacement of persons from residences, farms, or businesses.

*3. We hereby certify that all displaced persons have been tendered all assistance possible and given all available information to assist in re-establishment in residence, farm, or business.

Dated at Eugene, Oregon, this 12th day of October, 1966.

LANE County by its
Board of County Commissioners

Chairman

Kenneth Nelsen
Commissioner

Commissioner

RECEIVED
OCT 14
ENGINEER
COUNTY & CITY DIVISION

*Certify either paragraph 2 or 3.

Copy to
Email 10/14/66
Cuds
Merchant
Morgan

NOTED
HAROLD
REYNOLDSON

New R/W Certificate.
See 12/15/66

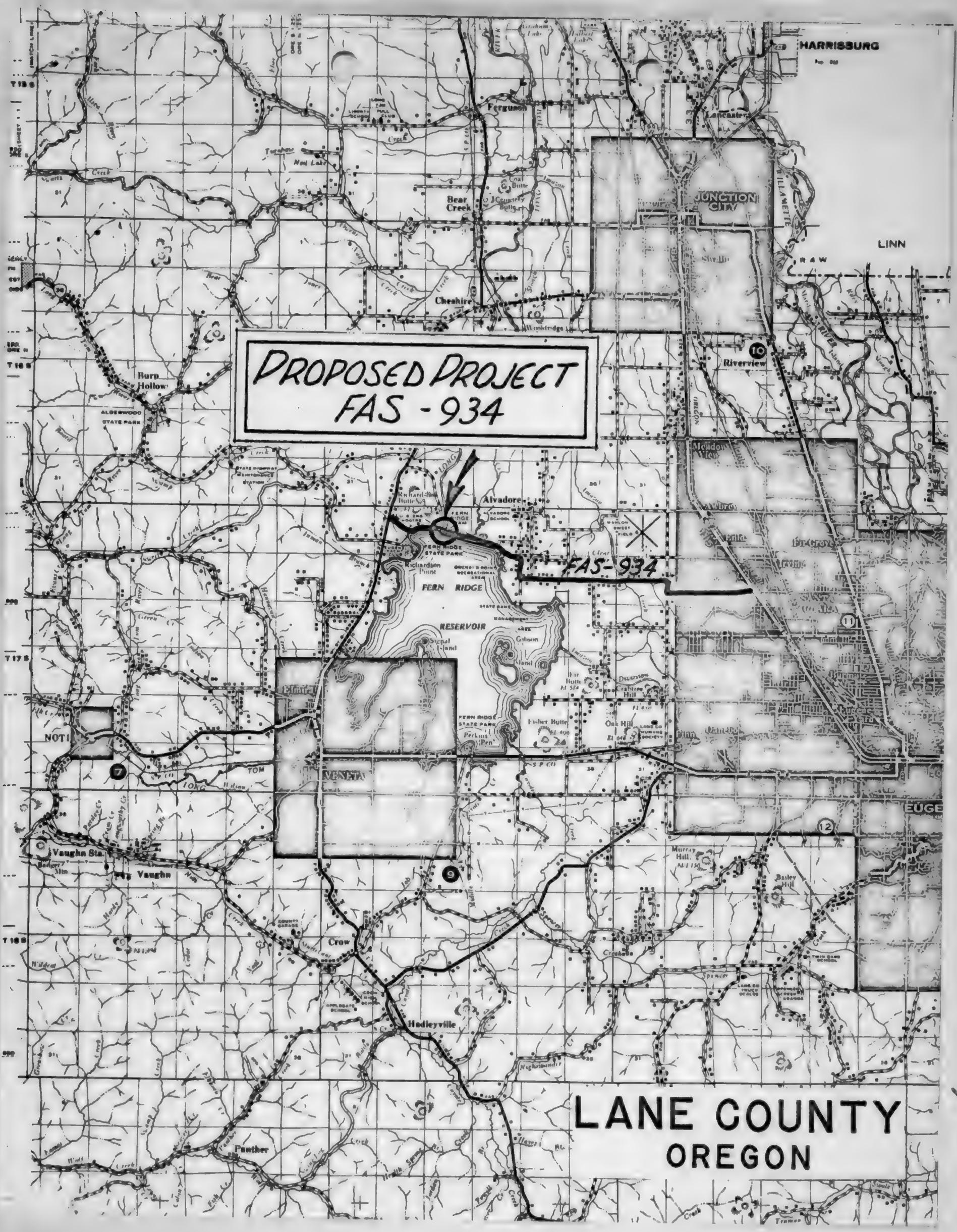
LANE COUNTY
PROPOSED PROJECT (1967 Funds)

FAS 934, Clear Lake Road: Long Tom River Bridge, $205,000.

This structure will be 363 feet long, with a 32-foot clear roadway, and 5-foot sidewalks on the north side and a 2-foot safety curb on the south side. County will construct the approaches. County will construct and maintain detour during construction of bridge.

Hwy Comm
approved 11/22/66

66-g
9/29/66


PROPOSED PROJECT
FAS - 934
FAS-934
HARRISBURG
Ferguson
Bear Creek
JUNCTION CITY
LINN
Cheshire
Riverview
Burp Hollow
ALDERWOOD STATE PARK
Alvadore
FERN RIDGE STATE PARK
RESERVOIR
Richardson Point
Elmira
NOTI
VENETA
Vaughn Sta.
Vaughn
Crow
Hadleyville
Panther
Meadow View
Bailey Hill
Murray Hill
LANE COUNTY
OREGON

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: County and City Relations Division

Subject: Federal Aid Project No. _____

Highway No. FAS 934 (Clear Lake Road)

Project Name Long Tom River Bridge

_____

Gentlemen:

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

*2. We hereby certify that there has been no displacement of persons from residences, farms, or businesses.

*3. We hereby certify that all displaced persons have been tendered all assistance possible and given all available information to assist in re-establishment in residence, farm, or business.

Dated at Eugene, Oregon, this _____ day of _____, 1966.

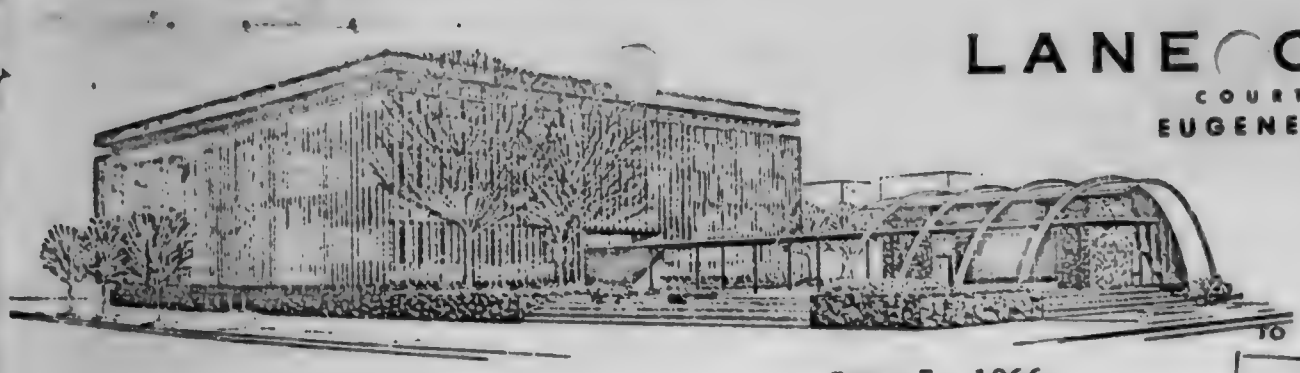
LANE County by its
Board of County Commissioners

_____
Chairman

_____
Commissioner

_____
Commissioner

*Certify either paragraph 2 or 3.



LANE COUNTY

COURT HOUSE
EUGENE, OREGON

FRANCIS E. WAGGONER
COUNTY SURVEYOR
DI 2-1311 EXT. 254

June 7, 1966

TO

		NOTED
	DIRECTOR	
✓	ASS'T. TO DIRECTOR	✓
	OFFICE MANAGER	
✓	ASS'T. CHIEF ENGINEER	✓
	SURVEYOR ENGINEER	
	DESIGN ENGINEER	
	HIGHWAY SUPT.	
	FILE	

Mr. G. K. Attig
Director of Public Works
1820 Roosevelt Boulevard
Eugene, Oregon

Attention: Luther Freeman

Dear Mr. Attig:

Enclosed herewith is a copy of my letter dated June 7, 1966, to the United States Corps of Engineers, Real Estate Division, to the attention of Clifford Walstrom, and copies of the two subject easements described in the letter.

During my telephone conversation with Mr. Walstrom, I understood that he would prepare the required new easements, and would expect in return Lane County's Quitclaim of the two former easements, as enclosed.

Very truly yours,

F. E. WAGGONER,
County Surveyor

Enclosures (3)

FEW:ss

June 7, 1966

U. S. Corps of Engineers
U. S. Army Engineer District
Real Estate Division
628 Pittock Block
Portland, Oregon 97205

Attention: Mr. Clifford Walstrom

Dear Mr. Walstrom:

In accordance with our telephone conversation of Tuesday morning, June 7, 1966, I have procurred copies of the Easements from the United States of America Department of the Army, in connection with County Road No. 1216 (Market Road No. 11), now generally known as Fern Ridge Dam County Road, and County Road No. 1155 (A. E. Ellingson County Road), or Mapleton West, South Bank of Siuslaw River, respectively. The originals were found in the County Road files and had not been recorded.

I have this date recorded the subject Easements in the Lane County Oregon Deed Records. The recording information appearing on the fly sheet of the enclosed copies is further explained as follows:

(1) "That certain Easement from the United States of America, by and through its Undersecretary of War, to Lane County, dated December 11, 1942, and recorded June 7, 1966, on Reel 288-D, Recorder's Reception No. 49880, Lane County Oregon Deed Records", relating to County Road No. 1216, Fern Ridge Dam Road.

(2) "That certain Easement from the United States of America Department of the Army, to Lane County, dated September 21, 1949, and recorded on Reel 288-D, Recorder's Reception No. 49881, Lane County Oregon Deed Records", relating to County Road No. 1155 (A. E. Ellingson Road) or Mapleton West, South Bank of Siuslaw River.

Since I had told you these easements were recorded, I was surprised to find that they were not, so I promptly recorded them, and you may use the reference explained herein.

Very truly yours,

F. E. WAGGONER,
County Surveyor

Enclosures
cc: G. K. Attig,
Attention: Luther Freeman

FEW:ss

DEPARTMENT OF THE ARMY

EASEMENT TO LANE COUNTY, OREGON, FOR ROAD

THE SECRETARY OF THE ARMY, under and by virtue of the authority vested in him by Section 7 of the Act of Congress approved July 24, 1946 (60 Stat. 643) hereby grants to Lane County, a political subdivision of the State of Oregon, Eugene, Oregon, hereinafter designated as the grantee, an easement for a right-of-way for a road over, across, in, and upon lands of the United States described as follows:

A parcel of land lying in Lots 2 and 3 of Section 17, Township 18 South, Range 10 West of the Willamette Meridian in Lane County, Oregon, said parcel of land being more particularly described as follows:

Beginning at a rock marked U.S. on the south bank of the Siuslaw River, which rock is S. 64° W. 830 feet from the meander corner on the line between Sections 8 and 17 in Township 18 South, Range 10 West of the Willamette Meridian, said meander corner being 1,155 feet west of the corner common to Sections 8, 9, 16, and 17 in said township and range; thence S. 15° 35' W. 60 feet; thence N. 74° 25' W. 1,520 feet; thence N. 15° 35' E. 13 feet to a point on the section line between said Sections 8 and 17; thence east on said section line a distance of 175 feet to a meander corner on the south bank of the Siuslaw River; thence S. 74° 25' E. 1,351 feet to the point of beginning, said parcel containing 2.00 acres.

as shown in red on Exhibit "A", being Drawing No. D-37-12, attached hereto and made a part hereof.

THIS EASEMENT is granted subject to the following provisions and conditions:

1. That the construction, use, and maintenance of said road, including culverts and other drainage facilities, shall be performed without cost or expense to the United States, under the general supervision and subject to the approval of the District Engineer, Portland District, Corps of Engineers, 628 Pittock Block, Portland 5, Oregon.

2. That the grantee shall at all times maintain said road in good condition and shall promptly make all repairs thereto needed to preserve a smooth-surface highway.

3. That any property of the United States damaged or destroyed by the grantee incident to the use and occupation of the said premises shall be promptly repaired or replaced by the grantee to the satisfaction of the said District Engineer, or in lieu of such repair or replacement the grantee shall, if so required by said District Engineer pay to the United States money in an amount sufficient to compensate for the loss sustained by the United States by reason of damages to or destruction of Government property.

4. That the use and occupation of said lands of the United States for the purposes authorized by this instrument shall be subject to such rules and regulations as the said District Engineer may prescribe from time to time in order to protect properly the interests of the United States.

5. That the United States shall in no case be liable for any damages or injuries to the said road which may be caused by or result from any operations undertaken by the Government, and no claim or right to compensation shall accrue from such damages or injuries.

6. That the United States reserves the right to make such connections between the road herein authorized and roads and streets on said lands as the Chief of Engineers may from time to time consider necessary, and also reserves to itself rights-of-way for all purposes across, over, and/or under the right-of-way hereby granted; provided, however, that such rights shall be used in a manner that will not create unnecessary interference with the use and enjoyment by the grantee of said right-of-way for highway purposes.

7. That it is to be understood that this instrument is effective only insofar as the rights of the United States in the property over which the said road is to be extended are concerned, and that the grantee shall obtain such permission as may be necessary on account of any other existing rights.

8. That all or any part of such right-of-way herein granted may be annulled and forfeited by the Secretary of the Army for failure to comply with any or all of the terms or conditions of this grant, or for nonuse for a period of two consecutive years or abandonment of rights granted herein.

9. That it is understood that the provisions of Conditions Nos. 1 and 5, supra, shall not abrogate or interfere with any agreements or commitments made or entered into between the grantee and any other agency of the United States with regard to financial aid to the grantee in connection

with the construction, maintenance, or repair of the road described herein.

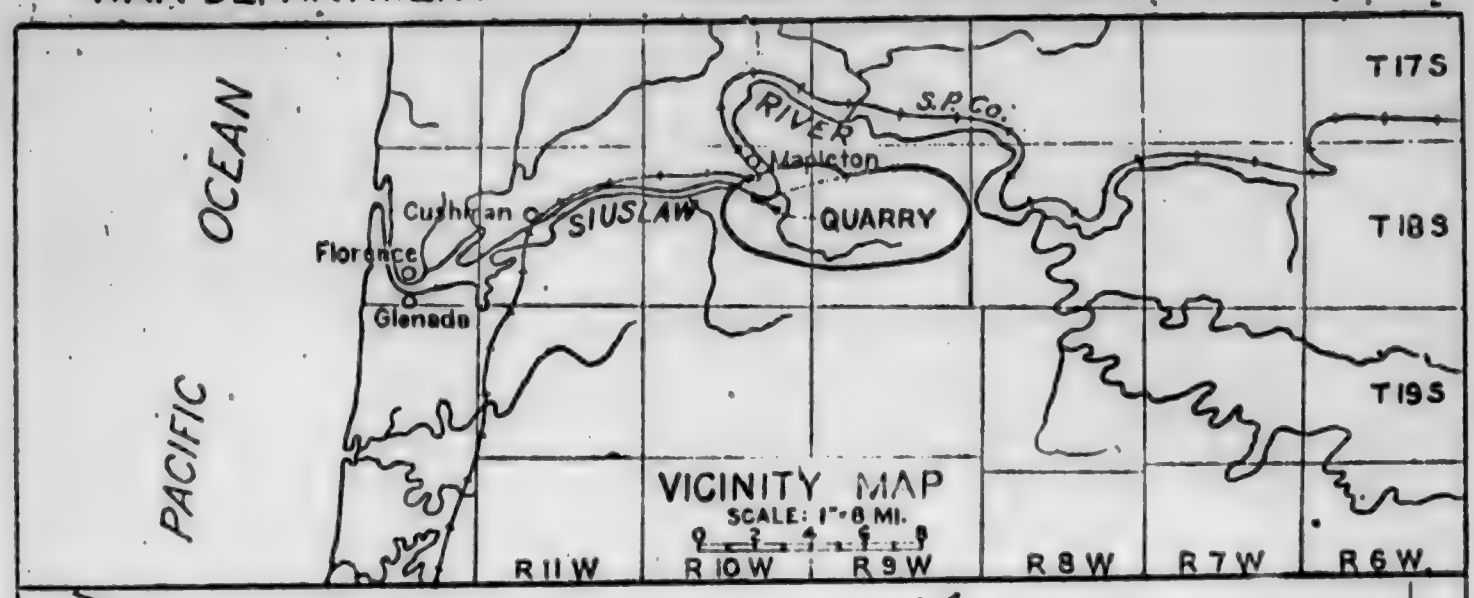
9a. That the United States shall not be responsible for damages to property or injuries to persons which may arise from or be incident to the use and occupation of the said premises, nor for damages to the property of the grantee, nor for damages to the property or injuries to the person of the grantee's officers, agents, servants, or employees, or others who may be on said premises at their invitation or the invitation of any one of them, arising from governmental activities, and the grantee shall hold the United States harmless from any and all such claims, except as otherwise provided in condition No. 10 hereof.

9b. That the United States shall not be responsible for damages to property or injuries to persons which may arise from or be incident to the Energy Act of 1946, as it now exists or may hereafter be amended, such material shall be the property of the United States Atomic Energy Commission, and the Commission may require delivery of such material to it by any possessor thereof after such material has been separated as such from the ores in which it was contained. If the Commission requires the delivery of such material to it, it shall pay to the person mining or extracting the same, or to such other person as the Commission determines to be entitled thereto, such sums, including profits, as the Commission deems fair and reasonable for the discovery, mining, development, production, extraction, and other services performed with respect to such material prior to such delivery, but such payment shall not include any amount on account of the value of such material before removal from its place of deposit in nature. If the Commission does not require delivery of such material to it, the reservation hereby made shall be of no further force or effect.

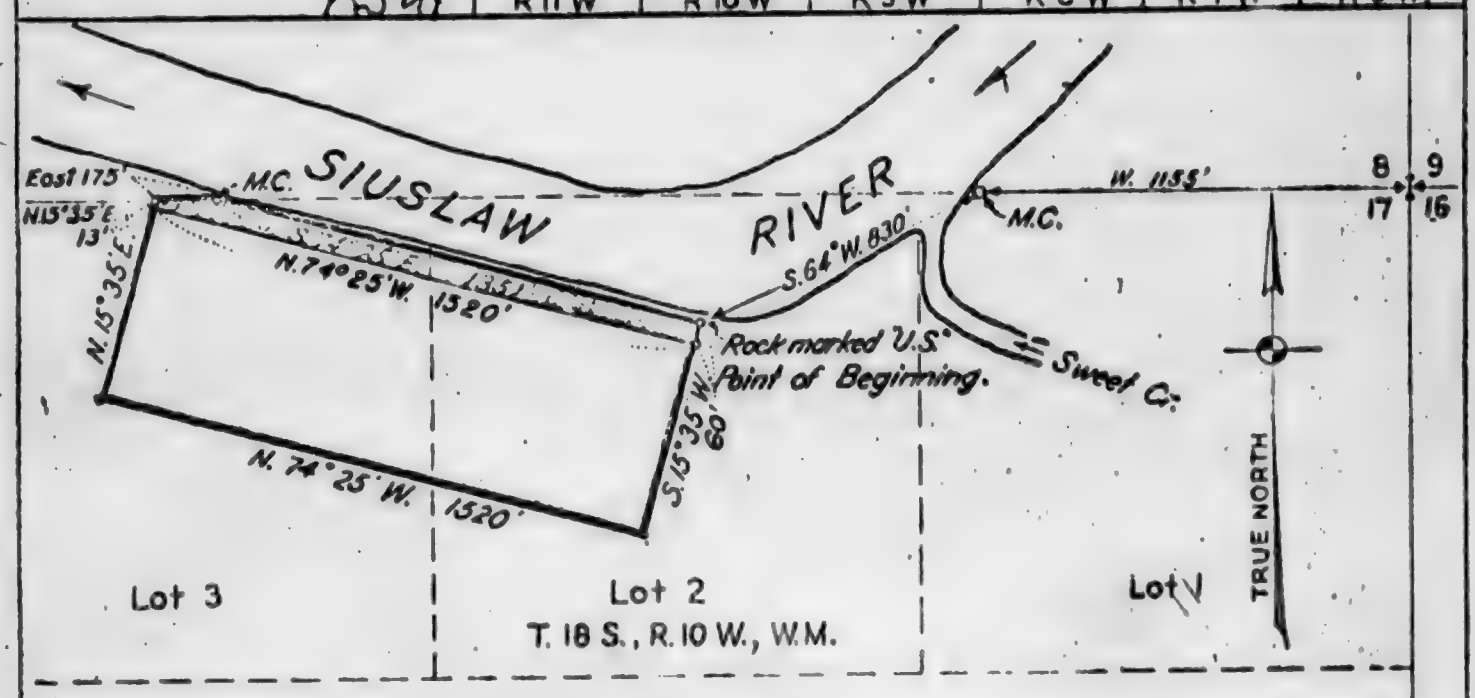
IN WITNESS WHEREOF I have hereunto set my hand and affixed the seal of the Department of the Army by direction of The Assistant Secretary of the Army this 21 day of September, 1949.

HARRY C. CHUCK
Colonel, JAGD
Chief, Civil and
Legal Br., OTASA

WAR DEPARTMENT — CORPS OF ENGINEERS, U.S. ARMY



VICINITY MAP
SCALE: 1" = 8 MI.



Acquired by deed August 7, 1900 for $ 700.00 from
George B. Dorris, Executor of the estate of Josephine R. Stiles.

LEGEND

Easement to Lane County _____ 2.00 AC.
Project Boundary ═══

DESCRIPTION (ORIGINAL ACQUISITION)

All that certain tract of land situated in Lane County, State of Oregon, being parts of Lots 2 and 3, and described as follows:

Beginning at a rock marked U.S. on the South bank of the Siuslaw River which is S. 64° W. - 830 ft. from the meander corner on section line between Sections 8 and 17, said M.C. being 1155 ft. (17.50 chains) West of corner of Sec. 8, 9, 16 & 17, T. 18 S., R. 10 W., W.M., thence by metes and bounds from point of beginning,

S. 15° 35' W.	600 ft.	
N. 74° 25' W.	1820 "	
N. 15° 35' E.	553 "	to a stake on the Sec. line between Sections 8 & 17,
East	175 "	along said Section line to the M.C. on the South bank of the Siuslaw River,
S. 74° 25' E.	1351 "	to point of beginning.

The tract as described contains an area of 20.75 acres.

FEDERAL REAL ESTATE
STILES ROCK QUARRY
SIUSLAW RIVER
NEAR MAPLETON, OREGON
SCALE: 1" = 600'
500 0 500 1000 FT

US ENGINEER OFFICE, PORTLAND, OREG., DISTRICT
SUBMITTED: J. B. Evans — ASSISTANT ENGINEER
APPROVED: MAY 12, 1938. L. A. Pearson — MAJOR, CORPS OF ENGINEERS

Revised July 27, 1949, to show easement to Lane County

DWG. NO. D-37-12 EXHIBIT A

R.L. No. 1155

R 288-D, 49881

State of Oregon,
County of Lane—ss.

I, Ina Randolph, Director of the Department of Records and Elections, in and for the said County, do hereby certify that the within instrument was received for record at

1966 JUN 7 AM 10 24 .8

Reel

Lane County OFFICIAL Records.

INA RANDOLPH, Director of the Department of Records & Elections.

By Mary P Leonard
Deputy

C29-083-05

Document No. 6

No F-S

April 19, 1966

xxxxxxxxx
688-5231

District Engineer
Department of the Army
Corps of Engineers
Portland District
628 Pittock Block
Portland, Oregon 97205

Dear Sir:

In regard to your letter pertaining to the Supplemental Agreement #1 and the provisions and conditions as set forth for the realignment of Clear Lake Road and bridge across the Long Tom River, please be advised that Lane County accepts the proposed instrument in its entirety.

Thank you for your prompt attention and consideration.

Sincerely,

Gerald K. Attig, Director
Department of Public Works

GKA/lw

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
628 PITTOCK BLOCK
PORTLAND, OREGON 97205

NPPRE-MD

RECEIVED
APR 18 1966
LANE CO. DEPT.
OF PUBLIC WORKS

TO

	NOTED
RECTOR	
ASS'T. TO DIRECTOR	✓
OFFICE MANAGER	
PRINCIPAL ENGINEER	✓
SUBDIVISION ENGINEER	
DESIGN ENGINEER	✓
HIGHWAY SUPT.	
✓ Nixon	
FILE	

Mr. Gerald K. Attig
Director of Public Works
Lane County, Dept. of Public Works
1820 Roosevelt Blvd., P.O. Box 3156
Eugene, Oregon

Dear Mr. Attig:

Receipt is acknowledged of letter signed by Mr. Freeman 7 April 1966 requesting special use permit to enable construction for the proposed realignment of a section of Market Road No. 11 (Clear Lake Road) and construction of new bridge across the Long Tom River at Fern Ridge Reservoir Project, Lane County, Oregon.

The drawings of proposed bridge submitted by State Highway Department are acceptable insofar as this office is concerned.

This office does not possess authority to grant immediate right of entry. In order to expedite the processing of your request, your acceptance of the provisions and conditions of the inclosed draft of Supplemental Agreement No. 1 to easement is requested.

Upon receipt of your acceptance the proposed instrument will be submitted for execution and authority requested to authorize your right of entry at the earliest date possible.

Sincerely yours,

WILLIAM J. TALBOTT
Colonel, Corps of Engineers
District Engineer

1 Incl
as

SUPPLEMENTAL AGREEMENT NO. 1
TO
DEPARTMENT OF THE ARMY EASEMENT

GRANTED TO LANE COUNTY, OREGON
FOR
PUBLIC ROAD AND HIGHWAY PURPOSES
FERN RIDGE RESERVOIR AREA

WHEREAS, on the 11th day of December 1942, the United States of America, acting by and through its under Secretary of War, did grant to Lane County, a political subdivision of the State of Oregon, an easement for a right of way for public road and highway identified as Market Road No. 11 (Clear Lake Road), in, upon, over, and across lands of the United States within the Fern Ridge Reservoir Area and more particularly described in said easement; and

WHEREAS, Lane County has requested permission to realign said public road to eliminate a traffic hazard which will necessitate abandonment, reconstruction, and relocation of certain section of existing road and bridge covered by said easement, and provide required right of way for new section of road and new bridge as proposed within the aforesaid Fern Ridge Reservoir Area; and

WHEREAS, it is found advantageous and is considered in the best interest of the Government to modify said easement to provide for the realignment of said Market Road No. 11 (Clear Lake Road) in the following manner:

a. Deletion of the description of the right of way as contained in pages 3 and 4 of said easement and the substitution therefor the description of right of way required, and attachment of map thereto identifying the area.

b. Addition of pertinent provisions and conditions deemed necessary to protect properly the interests of the United States of America in the property involved.

NOW, THEREFORE, the said easement is hereby modified in the following particulars, but in no others:

a. The description of right of way as contained in pages 3 and 4 of said easement is deleted in its entirety, and the following description substituted therefor:

PARCEL NO. 1

A parcel of land situated in Sections 3 and 4 in Township 17 South, Range 5 West of the Willamette Meridian, Lane County, Oregon, said parcel being a strip of land 60 feet in width, lying 30 feet on each side of and adjacent to the following described center line:

Beginning at Engineers Station 23+03.62 of existing Market Road No. 11 (Clear Lake Road), said Station being 2103.81 feet south and 3689.16 feet east of the northeast corner of the Thomas D. Hinton Donation Land Claim No. 37, Township 17 South, Range 5 West of the Willamette Meridian, Lane County, Oregon; thence S. 73° 30' 32" E. 4815.95 feet, parallel to and 185.0 feet northerly of when measured at right angles with the axis of the Fern Ridge Dam, to Engineers Station 71+19.57 P.C.; thence southeasterly on a curve to the right, having a radius of 716.20 feet, a distance of 234.75 feet, through an angle of 18° 47' to Engineers Station 73+54.32 P.T.; thence S. 54° 43' 32" E. 948.32 feet to Engineers Station 83+02.64 P.C.; thence easterly on a curve to the left, having a radius of 716.20 feet, a distance of 411.67 feet, through an angle of 32° 56' to Engineers Station 87+14.31 P.T. and point of tangency with the center line of the original Market Road No. 11, excepting that portion of the original Market Road No. 11 right of way lying south of the north right of way line thereof.

The parcel of land above described contains 8.55 acres, more or less.

PARCEL NO. 2

A parcel of land situated in Sections 4 and 5 in Township 17 South, Range 5 West of the Willamette Meridian, Lane County, Oregon, said parcel being a strip of land of variable width on each side of the following described center line:

Beginning at Engineers Station 10+00.00, which station is also center line station 23+03.62 of existing Market Road No. 11 (Clear Lake Road), said Station being 2103.81 feet south and 3689.16 feet east of the northeast corner of the Thomas D. Hinton Donation Land Claim No. 37 in said township and range; thence N. 73° 30' 32" W. 182.66 feet to Engineers Station 11+82.66 P.C.; thence westerly on a curve to the right, having a radius of 2291.83 feet, a distance of 630.67 feet, through an angle of 15° 46' to Station 18+13.33 P.T.; thence N. 57° 44' 25" W. 543.14 feet to Station 113+56.47 P.C.; thence westerly on a curve to the left, having a radius of 1432.39 feet, a

distance of 716.32 feet, through an angle of 28° 39' 10" to Station L20+72.79 P.T.; thence N. 86° 23' 35" W. 216.01 feet to Station L22+88.80 P.C.; thence westerly on a curve to the right, having a radius of 5729.58 feet, a distance of 448.33 feet, through an angle of 4° 29' to Engineers Station L27+37.13 P.T., which station is also the Center Line Station 6+22.84 existing Market Road No. 11 (Clear Lake Road); thence N. 81° 54' 30" W. 1447.33 feet to Engineers Station 20+70.17 P.C.; thence westerly on a curve to the left, having a radius of 572.96 feet, a distance of 421.50 feet, through an angle of 42° 09' to Engineers Station 24+91.67 P.T.; thence S. 55° 57' W. 194.84 feet to Engineers Station 26+86.51 P.C.; thence westerly on a curve to the right, having a radius of 716.20 feet, a distance of 550 feet to a point on the westerly boundary of the Benjamin Richardson Donation Land Claim No. 42, the side lines of the above described right of way extend to and terminate on the west boundary line of the said Donation Land Claim.

The widths in feet of the strip of land above referred to are as follows:

Station to Station	Width on Northerly Side of Center Line	Width on Southerly Side of Center Line
L0+00.00 - L1+82.66 P.C.	40'	60'
L1+82.66 P.C. - L8+13.33 P.T.	60'	60'
L8+13.33 P.T. - L13+56.47 P.C.	60' tapering on a straight line to 50'	50'
L13+56.47 P.C.- L22+88.80 P.C.	50'	50'
L22+88.80 P.C.- L27+37.13 P.T.	50' tapering on a straight line to 40'	50'
L27+37.13 P.T.- West Boundary of D.L.C. 42	30'	30'

Parcel No. 2 above described contains 10.09 acres , more or less.

The two parcels of land above described contain a total of 18.64 acres, more or less, all as shown in red on drawings marked Exhibit "A" and "B", numbered FR-117-1A and FR-117-2/1, respectively, last revised 12 April 1966, attached hereto and made a part hereof.

b. Add the following provisions and conditions:

1. The construction, use, and maintenance of said road including culverts and other drainage facilities, shall be performed without cost or expense to the United States, under the general supervision and subject to the approval of the officer having immediate jurisdiction over said premises.

2. The grantee shall at all times maintain said road in

good condition and shall promptly make all repairs thereto needed to preserve a smooth-surface highway.

3. Any property of the United States damaged or destroyed by the grantee incident to the use and occupation of the said premises shall be promptly repaired or replaced by the grantee to the satisfaction of the said officer, or in lieu of such repair or replacement the grantee shall, if so required by said officer, pay to the United States money in an amount sufficient to compensate for the loss sustained by the United States by reason of damages to or destruction of Government property.

4. The use and occupation of said lands of the United States for the purposes authorized by this instrument shall be subject to the rules and regulations as the said officer may prescribe from time to time in order to properly protect the interests of the United States.

5. The United States shall in no case be liable for any damages or injuries to the said road which may be caused by or result from any operations undertaken by the Government, and no claim or right to compensation shall accrue from such damages or injuries.

6. The United States reserves the right to make such connections between the road herein authorized and roads on said lands as the Chief of Engineers may from time to time consider necessary, and also reserves to itself rights-of-way for all purposes across, over, and/or under the right-of-way hereby granted; provided, however, that such rights shall be used in a manner that will not create unnecessary interference with the use and enjoyment by the grantee of said right-of-way for highway purposes.

7. It is to be understood that this instrument is effective only insofar as the rights of the United States in the property over which the said road is to be extended are concerned, and that the grantee shall obtain such permission as may be necessary on account of any other existing rights.

8. All or any part of such right-of-way herein granted may be terminated by the Secretary of the Army for failure to comply with any or all of the terms or conditions of this grant, or for non-use for a two-year period or abandonment of rights granted herein.

9. It is understood that the provisions of Conditions Nos. 1 and 5, supra, shall not abrogate or interfere with any agreements or commitments made or entered into between the grantee and any other agency of the United States with regard to financial aid to the grantee in connection with the construction, maintenance, or repair of the road described herein.

10. The United States shall not be responsible for damages to property or injuries to persons which may arise from or be incident to the use and occupation of the said premises, nor for damages to the property of the grantee, nor for damages to the property or injuries to the person of the grantee's officers, agents, servants, or employees, or others who may be on said premises at their invitation or the invitation of any one of them, arising from or incident to governmental activities, and the grantee shall hold the United States

harmless from any and all such claims.

11. The United States shall not be responsible for damages to property or injuries to persons which may arise from or be incident to the construction, maintenance, and use of said road.

12. The grantee shall provide and maintain existing access road connections and/or alternate access road connections in lieu thereof from the said road to serve Government facilities at no cost to the United States.

13. That relocation and/or construction and maintenance of the said road, bridge, and access road connections will be in accordance with plans and specifications approved by the District Engineer, Portland District, Corps of Engineers or his duly authorized representative.

14. That the Government constructed rock revetment is not to be disturbed by the relocation construction.

15. That upon completion of construction of the road and bridge on the right of way granted under this easement, the old bridge shall be removed and all areas shall be graded, sloped, drained, or otherwise dressed and stabilized to a condition satisfactory to said officer.

16. That the United States reserves perpetual flowage rights over, upon, and across the land described herein for the purpose of inundation, overflow, saturation, percolation, and wave action which may result from a pool, including backwater effect, created by water surface in connection with the operation of the Fern Ridge Dam.

17. That the rights granted in this easement are subject to Unnumbered Easement granted to Mountain States Power Company, now Pacific Power & Light Company, dated 20 February 1952 for an indefinite term for a right of way for an electric transmission line.

IN WITNESS WHEREOF I have hereunto set my hand this day of , 19 .

COMMONWEALTH OF VIRGINIA }
COUNTY OF ARLINGTON } SS

_____ A.D. 1966

Personally appeared the above-named _____ and acknowledged execution of the foregoing instrument by direction of the Assistant Secretary of the Army as the voluntary act and deed of the United States of America.

Before me:

My Commission expires:

_____

_____
Notary Public
Arlington County, Virginia

KNOW ALL MEN BY THESE PRESENTS, that:

WHEREAS, the construction and operation of the Fern Ridge Dam and Reservoir, Willamette River Basin Project, as authorized by the Congress of the United States of America by the Flood Control Act approved June 28, 1938 (52 Stat. 1215; 33 U.S.C. 701c-1), necessitated the abandonment, vacation, reconstruction and relocation of county roads through the reservoir area of said project; and

WHEREAS, on the 20th day of July, 1940, the United States of America and Lane County, a political subdivision of the State of Oregon, entered into Contract No. W698 eng.-1450, fixing and imposing obligations upon said parties relative to the abandonment, vacation, reconstruction and relocation of said roads; and

WHEREAS, in paragraph (d) of Article III of said Contract, the United States of America agreed to provide a right of way 60 feet in width, construct, with its own forces or by contract, the relocated Market Road No. 11, and grant to said county an easement of right of way for such road and improvements constructed thereon;

WHEREAS, the said relocated Market Road No. 11 traverses certain lands and interests in lands which were acquired by the United States of America by the following described muniments:

Tract No.	Muniments
FR-14	Warranty Deed, James Skinner to United States of America, recorded February 29, 1940 in Book 202, Page 352, Deed Records of Lane County, Oregon; Warranty Deed, Maude Richardson et vir to United States of America, recorded February 29, 1940 in Book 201, Page 553, Deed Records of Lane County, Oregon; Warranty Deed, Guy Virgin et ux to United States of America, recorded February 29, 1940 in Book 201, Page 551, Deed Records of Lane County,

R. L. H-1 D.N. C.S.I. (Willamette Riv.-Fern Ridge Res.) 1/28/43.

Oregon; Warranty Deed, Cora Stapleton et vir to United States of America, recorded February 29, 1940 in Book 202, Page 350, Deed Records of Lane County, Oregon; Warranty Deed, Grace McBee et vir to United States of America, recorded February 29, 1940 in Book 201, Page 552, Deed Records of Lane County, Oregon; Warranty Deed, Charlie Skinner et ux, to United States of America, recorded February 29, 1940 in Book 202, page 351, Deed Records of Lane County, Oregon; Warranty Deed, Ida Hatfield et vir to United States of America, recorded February 29, 1940 in Book 203, Page 1, Deed Records of Lane County, Oregon; Warranty Deed, Glenn Virgin et ux to United States of America, recorded February 29, 1940 in Book 202, Page 353, Deed Records of Lane County, Oregon; Warranty Deed, Lester Virgin et ux to United States of America, recorded February 29, 1940 in Book 201, Page 554, Deed Records of Lane County, Oregon; Warranty Deed, Howard Skinner et ux to United States of America, recorded February 29, 1940 in Book 202, Page 354, Deed Records of Lane County, Oregon.

FR-11 Warranty Deed, Edward C. Strowbridge et al to United States of America, recorded May 9, 1940 in Book 204, Page 258, Deed Records of Lane County, Oregon.

FR-15 Warranty Deed, Florence Aiken Banks et al to United States of America, recorded April 3, 1940 in Book 204, Page 99, Deed Records of Lane County, Oregon.

FR-9 Warranty Deed, Earl Kelley et ux to United States of America, recorded June 10, 1940, in Book 206, Page 5, Deed Records of Lane County, Oregon.

FR-3 Final Judgment in Condemnation in action, United States of America vs Emil P. Hansen et al, Civil No. 495, United States District Court for the District of Oregon, and which said Final Judgment was recorded on September 8, 1941 in Book 220, Page 655, Deed Records of Lane County, Oregon.

FR-5 Warranty Deed, Millie G. Conn et vir to United States of America, recorded April 27, 1940 in Book 202, Page 534, Deed Records of Lane County, Oregon.

FR-6 Warranty Deed, L. H. Levitt et ux to United States of America, recorded March 16, 1940 in Book 204, Page 6, Deed Records of Lane County, Oregon.

FR-8 Warranty Deed, Glenn S. Strome et al to United States of America, recorded March 30, 1940 in Book 204, Page 74, Deed Records of Lane County, Oregon.

AND WHEREAS, said relocated Market Road No. 11 is now fully constructed in the manner specified in said contract, and the conditions precedent to the granting of said easement have been complied with;

NOW THEREFORE, the United States of America, acting by and through its Under Secretary of War, in performance of the obligations imposed by said contract and for the considerations therein expressed, does hereby grant unto Lane County, a political subdivision of the State of Oregon, an easement for a right of way for public road and highway purposes in, upon, over, and across the following described premises situated in Lane County, Oregon:

A parcel of land situated in Sections 3, 4 and 5, Township 17 South, Range 5 West of the Willamette Meridian, being a strip of land 60 feet in width lying 30 feet on each side of and adjacent to the center line of the right of way for the relocated Market Road No. 11 of Lane County, Oregon. Said center line is more particularly described as follows:

Beginning at United States Army Engineer's Station 2+56.4 on the axis of the Fern Ridge Dam, which is Engineer's Station 0+00 on the center line of the relocated Market Road No. 11, from which the northwest corner of said Section 4 bears north 35° 10' 13" west 3258.90 feet; thence north 81° 54' 30" west 2070.17 feet to Engineer's Station 20+70.17 P.C. and point of tangency with the following curve line to the left; thence westerly 421.50 feet on said curve to the left having a radius of 572.96 feet, through an angle of 42° 09' to Engineer's Station 24+91.67 P.T. and point of tangency with the following course; thence south 55° 57' west 194.84 feet to Engineer's Station 26+86.51 P.C. and point of tangency with the following curve line to the right; thence westerly on a curve to the right having a radius of 716.2 feet, a distance of 550 feet to a point, opposite and 30 feet distant from which point the southerly line of said strip of land intersects the westerly boundary of the Benjamin Richardson Donation Land Claim No. 42. Also beginning at said Engineer's Station 2+56.4 on the axis of the Fern Ridge Dam, which is Engineer's Station 0+00 on the center line of the relocated Market Road No. 11; thence south 81° 53' 32" east 27.71 feet to Engineer's Station 0+27.71 P.C. and point of tangency with the following curve line to the left; thence easterly 225.00 feet on said curve to the left, having a radius of 358.10 feet, through an angle of 36° 00' to Engineer's Station 2+52.71 P. T. and point of tangency with the following course; thence north 62° 06' 28" east 99.29 feet to Engineer's Station 3+52.00 P. C. and point of tangency with the following curve line to the right; thence easterly 220.58 feet on said curve to the right, having a radius of 220.37 feet, through an angle of 57° 21' to Engineer's Station 5+72.58 P. T. and point of tangency with the following course; thence south 60° 32' 32" east 180.00 feet to Engineer's Station 7+52.58 P. C. and point of tangency with the following curve line to the right; thence southeasterly 126.79 feet on said curve to the right, having a radius of 204.63 feet, through an angle of 35° 30' to Engineer's Station 8+79.37 P. T. and point of tangency with the following course; thence south 25° 02' 32" east 310.03 feet to Engineer's Station 11+89.40 P. C. and point of tangency with the following curve line to the left; thence southeasterly 269.28 feet on said curve

to the left, having a radius of 318.31 feet, through an angle of 43° 28' to Engineer's Station 14+58.68 P. T. and point of tangency with the following course; thence south 73° 30' 32" east 5660.89 feet, parallel to and 185.00 feet northerly of when measured at right angles with the axis of the Fern Ridge Dam, to Engineer's Station 71+19.97 P. C. and point of tangency with the following curve line to the right; thence southeasterly 234.75 feet on said curve to the right having a radius of 710.20 feet, through an angle of 18° 47' to Engineer's Station 73+54.32 P. T. and point of tangency with the following course; thence south 54° 43' 32" east 948.32 feet to Engineer's Station 83+02.64 P. T. and point of tangency with the following curve line to the left; thence easterly 411.67 feet on said curve to the left, having a radius of 710.20 feet, through an angle of 32° 56' to Engineer's Station 87+14.31 P. T. and point of tangency with the center line of the original Market Road No. 11, excepting that portion of said original Market Road No. 11 right of way lying south of the north right of way line thereof.

IN WITNESS WHEREOF, the United States of America has caused these presents to be signed and executed with the seal of the War Department hereunto affixed by direction of its Under Secretary of War, this 11th day of December, 1942.

MARION RUSHTON,
Colonel, J.A.G.D.,
Assistant Executive.

UNITED STATES OF AMERICA)
) ss.
DISTRICT OF COLUMBIA)

On this 14th day of January, 1943, before me, Anna C. Lanigan, the undersigned officer, personally appeared Marion Rushton of the District of Columbia, known

owledged

urposes

DISTRICT OF COLUMBIA, ss: No. 129521

I, CHARLES E. STEWART, Clerk of the District Court of the United States for the District of Columbia, the same being a Court of Record, having by law a seal, do hereby certify that Anna C. Lanigan before whom the annexed instrument in writing was executed, and whose name is subscribed thereto, was at the time of signing the same a NOTARY PUBLIC in and for said District duly commissioned and sworn, and authorized by the laws of said District to take the acknowledgment and proof of deeds or conveyances of lands, tenements, or hereditaments, and other instruments in writing, to be recorded in said District, and to administer oaths; and that I am well acquainted with the handwriting of said Notary Public and verily believe that the signature to said instrument and impression of seal thereon are genuine, after comparison with signature and impression of seal filed in this office.

IN WITNESS WHEREOF, I have hereunto subscribed my name and affixed the seal of said Court, at the City of Washington, D. C., the 15 day of January, A. D. 1943

CHARLES E. STEWART, Clerk.

By Helen Toomey, Assistant Clerk.

Deputy Clerk.

ore 16—6320

XXXXXXXX

April 7, 1966

688-5231

District Engineer
U.S. Corps of Engineers
628 Pittock Block
Portland, Oregon

Dear Sir:

Lane County has applied to the Corps of Engineers for an easement to reconstruct the Clear Lake Road near Fern Ridge Dam.

The realinement necessitates the construction of a bridge across the Long Tom River and the construction of approach fills to the structure. Also, an exchange of property is necessary. Negotiations between your Department and Lane County have been underway for some time regarding this change.

We would appreciate a special use permit to allow us to do this reconstruction prior to the time when all legal matters have been settled. There have been several fatal accidents at this point and attendant publicity regarding same. This particular change was one submitted to the BPR as a hazard with the stipulation that it would be completed as soon as possible.

The State Highway Department has indicated the opening of bids on the structure will be on May 19th. The approach fills must be constructed prior to the installation of the structure.

It would be appreciated if you can assist us in this matter.

Sincerely,

Harold K. Attig
Director of Public Works

Luther Freeman
Supervisory Engineer

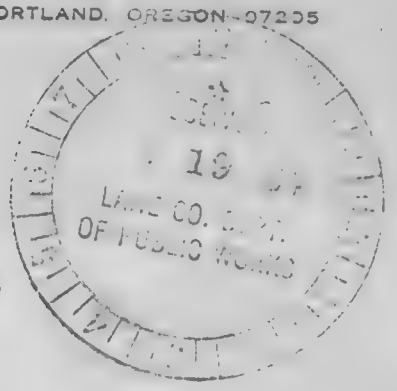
LF/lw
cc: Don Heym
U.S. Corps of Engineers
Lowell, Oregon

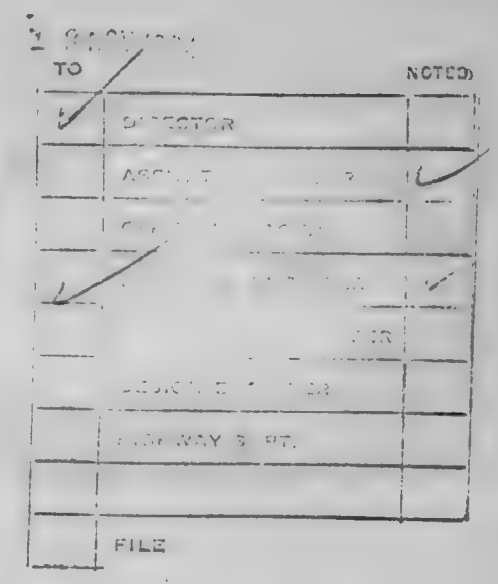
Log: Lowell Rogue Bridge
Lane Co. Project

U. S. ARMY ENGINEER DISTRICT, PORTLAND
CORPS OF ENGINEERS
628 PITTOCK BLOCK
PORTLAND, OREGON 97205

NPPEN-DB-2

227-7681
For





Mr. Luther Freeman
Lane County
Department of Public Works
Highway Division
P. O. Box 3156
Eugene, Oregon.

Dear Mr. Freeman:

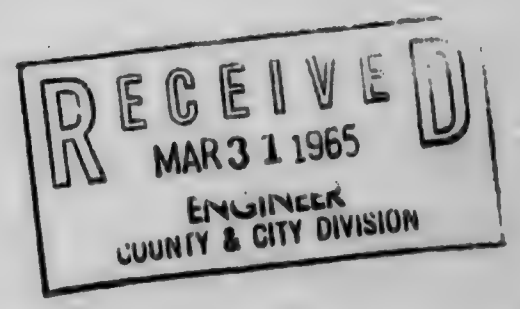
The revision of Lane County's Alvadore Road as proposed in your letter dated October 13, 1964 will be a definite improvement and the Corps of Engineers will cooperate to the fullest extent possible.

The exchange of property should present no particular problem. It is suggested, however, that the exchange be accomplished before any actual construction is started.

Since you give no indication as to width, it is assumed that it will be built to standards that will accommodate future traffic including that generated by the development of the Orchard Point Recreation Area.

A manhole for the Coyote Creek diversion facility which has been added to your sketch will soon be constructed. The roadway alignment should be revised to clear the manhole or provision should be made to eliminate need for the manhole. The manhole could be eliminated by extending the 10-inch steel pipe from the present termination at the manhole to the outlet headwall. It should be mentioned that the water velocities downstream of the spillway at the designed discharge are relatively high. Even though the frequency of design discharge is low, the possibility exists that it may occur; therefore, bridge piers located within the channel downstream of the spillway should be designed for high velocity water flow.

Some study should be given to the desirability of providing a pathway under the bridge to eliminate pedestrian traffic across the roadway.



NPPEN-DE-2
Mr. Luther Freeman

R. A. Heintz Construction Co. is presently engaged in contract work for this office involving certain modifications to Fern Ridge Dam, and is using the area just east of the tailrace and south of Alvadore Road as a staging area. Your road revision project should not be started until after the Contractor has completed his contract and vacated these premises, which is now expected to be not later than about 10 May 1965.

Please feel free to call on this office if we can be of further assistance in your development of this improvement.

Sincerely yours,

William J. Talbott

WILLIAM J. TALBOTT
Colonel, Corps of Engineers
District Engineer

1 Incl
Sketch

OREGON STATE HIGHWAY DEPARTMENT

TO: I. D. Merchant LLW

SUBJECT: Long Tom River Bridge (~~CENTRAL~~)
Clear Lake Road - Lane County

FROM: V. R. Jones, Co-Cty Dw.
by D. N. Harwell

DATE: 2-17-66

This date Mr. Law Freeman called re: subject matter & requested an estimate of cost on said structure

This is to be designed as 30' wide, 5' sidewalk on down-stream side (northerly) with no handrail between sidewalk and roadway. The approximate length is 350 feet + or -

Please prepare an estimate on this matter & refer to this office for reply to Mr. Freeman of Lane County This will not be an FAS-C Project.

(Prelim & Estimate to Lane Co. for approval 3/2/66.

RECEIVED
MAR 1 - 1966
ENGINEER
COUNTY & CITY DIVISION

NOTED
V. R. JONES
Thursday
D. N. Harwell
(SIGNATURE)

NOTED
DON HARWELL

PLEASE REPLY HERE

The estimated cost based on a 30' rdwy and a five foot sidewalk on one side is $184,000 which includes approx $20,000 for Eng & contingencies. Engr at 5% is approx $8500

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM FEB 18 1966 PM
7,8,9,10,11,12,1,2,3,4,5,6

NOTED
L. L. WALLACE

Br # 14348 A

Encl

L. L. Wallace
(SIGNATURE)

2/24/66
(DATE)

CC:

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1ST 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 2 TO SENDER.
3. SHEET NO. 3 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

1

F.T.C

Commissioners
J. Pat Methe, Bend
Chairman
Wayne E. Phillips, Baker
Vice-Chairman
John P. Amacher, Winchester
Tallant Greenough, Coquille
Joseph W. Smith, Klamath Falls

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S W. ALDER STREET
PORTLAND

February 2, 1966

TO

	DIRECTOR
	ASS'T. TO DIRECTOR
	OFFICE MANAGER
✓	PRINCIPAL ENGINEER
	SUBDIVISION ENGINEER
✓	DESIGN ENGINEER
	HIGHWAY SUPT.
	FILE

RECEIVED
FEB 3 1966
LANE CO. DEPT.
OF PUBLIC WORKS

RECEIVED
NOV 14 1966
ENGINEER
COUNTY & CITY DIVISION

Mr. Gerald K. Attig
Director of Public Works
P. O. Box 3156
Eugene, Oregon

Attention: Mr. Al Driver

Dear Sir:

We have reviewed the projects described in your letter of January 10, 1966, for which vicinity maps were provided.

The projects examined are as follows:

✓ 1. Overhead structure, West Beltline Highway and Southern Pacific Railroad.

✓ 2. Overhead structures of Clear Lake Road and Long Tom River.

✓ 3. Overhead structure of U.S. 126 to King Road connector and the McKenzie River.

4. Overhead structures of Hatchery Road and Salmon Creek.

FA's 93 Hwy #15 Hwy # 18
NOTED
RICHARD UNREIN
file

Reports from our field people indicate that there will be little or no effect upon wildlife resources as a result of these projects.

Undue siltation during construction should be avoided on the bridge installations, especially on the Belknap Bridge. The water supply for our Leaburg Trout Hatchery is taken from the stream below.

The projects are approved subject to the above precaution as to maintenance of water quality.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

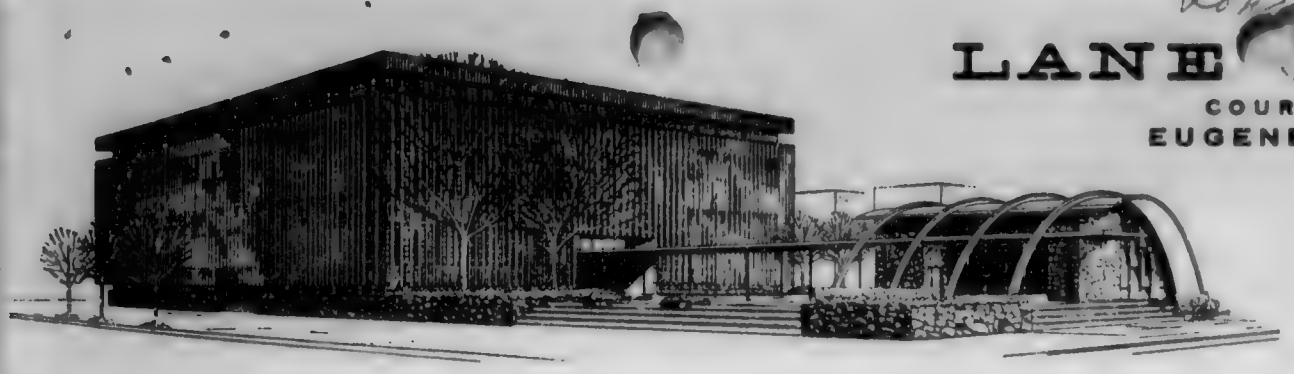
R. O. Koski
Chief of Liberations

ROK/dm

cc: Director OFC

NOTED
ROY HARWELL

Co. Project
Long Tom River Bridge
Near Fern Ridge Dam



LANE COUNTY

COURT HOUSE
EUGENE, OREGON

BOARD OF
COUNTY COMMISSIONERS
FRANK ELLIOTT
JESS HILL
KENNETH NIELSEN

NOTED
D[illegible]ELL

March 29, 1965

NOTED
P. B. Arensmeier

NOTED
H. S. COX

Mr. H. S. Cox
County-City Relations Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon

NOTED
W. R. JONES

NOTED
R. H. PRANGE

Dear Sir:

I am sending under separate cover a vicinity map for your use in designing a structure over the Long Tom River immediately north of Fern Ridge Dam.

Some preliminary discussion has taken place between Lane County and the U.S. Corps of Engineers. A copy of the letter from the Corps to Lane County is enclosed.

A hydraulics problem is created by the installation of a pier in the channel since the structure will be near the outlet of the dam spillway. The Corps will be glad to furnish the maximum design velocity and flow for the spillway.

Sincerely,
G. K. Attig, Director
Department of Public Works

Luther Freeman

By: Luther Freeman
Supervisory Engineer

LF/lw
enc.

RECEIVED
MAR 31 1965
ENGINEER
COUNTY & CITY DIVISION

Copy To Merchant
4-1-65
V.J.
Sent Vicinity Map earlier.

LANE COUNTY
DEPARTMENT OF PUBLIC WORKS
HIGHWAY DIVISION
1820 ROOSEVELT BLVD. P.O. BOX 3156
TELEPHONE 343-1671
EUGENE, OREGON

NOTED
H. S. COX

NOTED
DON MARWELL

March 29, 1965

NOTED
P. B. Arensmeier

RECEIVED
MAR 30 1965
ENGINEER
COUNTY & CITY DIVISION

H. S. Cox
County-City Relations Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon

Dear Mr. Cox:

Please find enclosed a Bridge Project sheet and a map of a proposed bridge over the Long Tom River on Clear Lake Road.

We are requesting a bridge design by the State Highway Department.

Thank you.

Sincerely,
G. K. Attig, Director
Public Works Department

NOTED
R. H. PRANGE

Al Driver
By: Al Driver
Design Engineer

AD/lw
enc.

Copy of letter & data
to Bridge Division
3-30-65
V.J.

NOTED
V. R. JONES

123-1117 Snake R. (Ontario Spur) Br. 1966
Sec., Olds Ferry-Ontario Hwy.
#6963 (Grad., pav., struct.) Folder #2

C4,A 3008

C4A 3173

AUG 29 1968

123-1117

6963

August 29, 1968

St. Paul Fire & Marine Ins. Co.
Portland Branch Office
1500 N. E. Irving Street
Portland, Oregon 97232

Gentlemen:

A post-final payment for $6,000 will be made to Stach Construction Co., Inc., and M. R. Holst on Contract No. 6963 for grading, paving, and structure on the Snake River (Ontario Spur) Bridge section of the Olds Ferry-Ontario Highway in Malheur County, as soon as the warrant is prepared.

The total amount paid on this contract will be $906,840.08, including the post-final payment. Of the total, $3,000.67 is for force account work.

Very truly yours,

Floyd Cuery, Secretary
OREGON STATE HIGHWAY COMMISSION

win

cc Stach Construction Co., Inc. and
M. R. Holst
P. O. Box 730
Grants Pass, Oregon 97526

Oakridge Insurance Agency, Inc.
P. O. Box 406
Oakridge, Oregon 97463

bc C. H. Maison
Attn: John Herr

RECEIVED
SEP 25 1968
FOR FILING

123-1117

676

3d

August 21, 1968

Stach Construction Co., Inc., and
M. R. Holst
P. O. Box 730
Grants Pass, Oregon 97526

Gentlemen:

The State Highway Commission at its meeting on August 20 considered your request for an extension of time on Contract No. 6963 on the Snake River (Ontario Spur) Bridge section of the Olds Ferry-Ontario Highway in Malheur County.

After careful consideration, the Commission granted an extension of 40 calendar days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

cc A. F. Parson
Bob Poole
L. H. Young
I. D. Merchant
C. H. Maison
Bureau of Public Roads

FOREMAN
AUG 20 1968
FOR FILE

123-1117
6963

August 20, 1968

St. Paul Fire & Marine Insurance Co.
Portland Office
1500 N. E. Irving Street
Portland, Oregon 97232

Gentlemen:

Contract No. 6963 awarded to Stach Construction Company, Inc., and M. R. Holst for grading, paving, and structure on the Snake River (Ontario Spur) Bridge Section of the Olds Ferry-Ontario Highway in Malheur County was completed on March 2, 1968, and accepted by the Highway Commission on August 19, 1968.

Final payment in the amount of $29,360.12 will be released to the contractor after August 27, 1968. The total contract amount is $900,840.06 including $3,000.67 for work performed under force account.

You have been advised previously that claims have been filed with us.

Very truly yours,

Floyd Unery, Secretary
OREGON STATE HIGHWAY COMMISSION

go

cc: Stach Construction Co., Inc.
and M. R. Holst
P. O. Box 730
Grants Pass, Oregon 97526

Oakridge Insurance Agency, Inc.
P. O. Box 406
Oakridge, Oregon 97463

L. H. Young
C. H. Maison
Attn: John Herr

DEPARTMENT
AUG 20 1968
123-1117
676

August 19, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed March 2, 1968, on Contract No. 6963. The contract was with Stach Construction Company, Inc., and was for grading, paving and a structure on the Snake River (Ontario Spur) Bridge Section of the Olds Ferry-Ontario Highway in Malheur County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective this date.

This matter will be on the agenda for confirmation at the August 20 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

srb lms
bc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
Ivan Merchant
F. D. Morgan
L. H. Young
A. F. Parson

RECEIVED
AUG 12 1968
OR FILES

123-1117

6962

6785

August 12, 1968

Mr. E. L. Mathes
State Highway Engineer
Idaho Department of Highways
P. O. Box 7129
Boise, Idaho 83707

Re: Snake River Bridge
Oregon-Idaho Agreement 10-6-66
Oregon Contract No. 6963

Dear Sir:

Thank you for your very complimentary letter of acceptance on the above-named project. I have taken the liberty of forwarding copies of your letter to Mr. A. F. Parson, Division Engineer, and Mr. Robert Pool, Resident Bridge Engineer, as I know that they will appreciate it.

The Oregon Highway Department is processing the contractor's final estimate and final acceptance of the contract, and we are assembling final costs on the job. You can expect a final statement in the near future.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant
A. F. Parson (enc.)
Robert Pool (enc.)

CAG:jf/VDW:ja

STATE OF IDAHO

.7597

IDAHO BOARD OF
HIGHWAY DIRECTORS

R. DOYLE SYMMS - CHAIRMAN
HOWARD B. THOMASON - VICE CHAIRMAN
C. ED FLANDRO - MEMBER

WAYNE SUMMERS - SECRETARY

E. L. MATHES
STATE HIGHWAY ENGINEER

DEPARTMENT OF HIGHWAYS

P.O. BOX 7129
BOISE, IDAHO 83707

31 July 1968

Edwards ✓
Idaho

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Re: Snake River Bridge
Oregon-Idaho Agreement 10-6-66
Oregon Contract 6963

Dear Forrest:

A final inspection was made on the above mentioned project by representatives of the Idaho Department of Highways, your Resident Engineer and a Bureau of Public Roads Area Engineer of the Idaho Division.

The project appears to have been constructed in accordance with the plans and specifications, and, therefore, is accepted by the Idaho Department of Highways.

The new bridge presents an excellent appearance and riding surface. We commend your Resident Engineer, Mr. Robert Pool, for a job well done.

Sincerely yours,

E. L. MATHES, P.E.
State Highway Engineer

Merchant
R O

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM AUG 8 - 1968 PM
7,8,9,10,11,12,1,2,3,4,5,6

Copy FC

RECEIVED
AUG 2 1968
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. PORTER

RECEIVED
JUL 25 1968
FOR FILING
123-1117
6963

July 24, 1968

Oregon State Highway Commission

Request for Extension of Time
No. 1
August 20, 1968 meeting

Gentlemen:

Stash Construction Company, contractor on the Snake River (Ontario Spur) Bridge Section of the Olds Ferry-Ontario Highway in Malheur County, Contract No. 6963, has requested that he be granted an additional 84 calendar days in which to complete the contract work without assessment of liquidated damages. The contractor cites extra work involved in plan changes for the structure foundations as his reason for failure to complete the work on time.

The contract specified 375 calendar days for completion, with 418 days being actually used. During construction, conditions were encountered which required the substitution of steel piling in lieu of wood. This change in plan delayed the contractor for a total of 40 days. It is recommended that an extension of 40 days be granted, which would leave three days remaining on which liquidated damages would be charged. This would amount to $450.

This project was financed jointly by the States of Oregon and Idaho under an agreement dated October 6, 1966. Oregon's portion of the work was financed by State funds. Idaho's portion of the work was financed by State and Federal funds. We have concurrence in the extension from both the State of Idaho and the Idaho Division of the Bureau of Public Roads.

This matter will be on the agenda for your consideration at the August 20 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

CAG:jf
Enclosure
cc: Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
Ivan Merchant
C. H. Maison
L. H. Young
A. F. Parson

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM MAR 6 - 1968 PM
7,8,9,10,11,12,1,2,3,4,5,6

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6963 Contractor Stach Construction Company

Highway Olds Ferry-Ontario

Section Snake River (Ontario Spur) Bridge

Kind of Work Grading, Paving and Structure

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

~~Granted in part as per attached letter of transmittal~~.

Grant 40 calendar days without assessment of liquidated damages because of extra work involved in foundation plan changes and assess liquidated damages for remaining 3 days consumed.

Recommended for Approval:

H S Olmsted
~~Asst~~ Division Engineer

Ivan D Mickelsen
~~Construction Engineer~~ or Bridge Engineer

C M Edwards
asst State Highway Engineer

Contract No. 6963

Project designation B-3111(14) Ida-Ore
State-Federal

Date awarded Dec. 27, 1966

Work started Jan. 23, 1967

Per cent completed ~~50%~~ 100% Date 3/2/68

No. of ~~Workdays~~ Cal. Days Allowed 375

No. of ~~Workdays~~ Cal. Days Used ~~411~~ 418

No. of Added Workdays Requested 84

B—820 (Rev.)—634—10-67

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

RECEIVED
ROBERT C. POOL, [illegible] Engr.
JAN 19 1968
Routing
Noted

Oregon State Highway Commission
Salem, Oregon

Date January 12, 19 68

Gentlemen:

We, the undersigned, respectfully request an increase in the number of ~~working days~~ calendar days from 375 days to 459 days, within which to complete our Contract No. 6963, without the assessment of liquidated damages. The said contract is described as follows: Malheur County, Olds Ferry - Ontario Snake River (Ontario Spur) Bridge, Grading, Paving and Structure

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

SEE ATTACHED LETTER

Respectfully submitted,

Stach Construction Co., Inc.
Contractor

By Henry G. Stach, President

CONSENT OF SURETY

Date 12-8, 19 67

We, St Paul Fire & Marine Insurance Company, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Guy C. Gainey
Attorney-in-fact

(SEAL)

Guy C. Gainey
Resident Agent

OAKRIDGE INSURANCE AGENCY, INC.
P. O. Box 406
OAKRIDGE, OREGON 97463

STACH
CONSTRUCTION COMPANY, INC.

RECEIVED
ROBERT C. POOL, Res. Bridge Eng.
JAN 19 1968
Routing
Noted

PHONE (503) 479-5391
P. O. BOX 730
GRANTS PASS, OREGON

Oregon State Highway Department
Salem, Oregon

RE: Malheur County, Olds Ferry
Ontario - Snake River (Ontario
Spur) Bridge, O.S.H.D. Contract
No. 6963.

Gentlemen:

In reference to the above described project the dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

1. On Pier No. 5, approximately May 21, 1967 to May 28, 1967, we had to wait for a decision from the Oregon State Highway Department as to whether or not the soils were of sufficient bearing capacity to support footings, without driving piling. Decision was made to drive 30 steel piling. We had to pick the steel piling up at the O.S.H.D. maintenance yard, splice the piling to length, order the necessary steel plates for reinforcing the tips, and drive the piling. We commenced to work May 31, 1967 and finished June 2, 1967. Lost time of 12 calendar days.

2. On Abutment No. 2, June 6,1967 and June 7, 1967, we again waited ½ day for a change order to drive steel piling in place of wood piling as originally designed, as the penetration could not be obtained with the wood piling. This entailed hauling the piling from the maintenance yard, splicing to length, reinforcing pile tips, and drive the steel piling. The procedure took 1½ days. Total lost time was 2 calendar days.

   A. On Pier No. 4, during the period of June 20, 1967 and June 24, 1967, we were unable to work efficiently because of a 4½ foot rise in the water, which breached our cofferdam around the Pier No. 4, resulting in lost time of 4 calendar days.

3. On pier No. 4, during the week-ending July 16, 1967, we had to change from wood piling to steel piling, likewise involving hauling the steel piling, splicing, welding the reinforcing tips, and driving the 25 steel piling, in as much as the wood piling penetration could not be obtained. Total lost time of 7 calendar days.

4. On Pier No. 6, September 10, 11, 12, and 13, 1967, we had to drive steel piling. Again the process of hauling the piling, splicing, welding reinforcing tips, and driving 30 steel piling for a loss of 7 calendar days.

STACH
CONSTRUCTION COMPANY, INC.

479-5391
PHONE (503) ~~476-5001~~

P. O. BOX 730
GRANTS PASS, OREGON

January 12, 1967

5. On Pier No. 7, November 27,28,29,and 30, December 1,2,3, 1967, we again had to haul steel piling, splice, weld reinforcing tips and drive 30 steel piling. Total lost time was 7 calendar days.

Due to the following changes, Excavation of the Idaho Side, Illumination of the interchange over the Freeway, Handrail, Guardrail, and Curb changes, and Additional Asphalt, there was an approximate ten per cent increase in the General Contract. There were other numerous "Extra Work Orders" involved in the increase.

Any one of the above mentioned items would not substantiate a loss of work flow, or contract time, but however, we feel that collectively they did have a bearing on the amount of time taken to complete the project. The additional time loss would be 21 calendar days.

According to our original time schedule and working from your plans and test hole foundation data, we should have been in and out of Piers No. 5,6, and 7, in approximately 6 weeks each. However, obviously the foundation data was inadequate in as much as the O.S.H.D. found it prudent to drive 30 steel bearing piling in the piers, which were originally designed without piling. Likewise we encountered coffer-dam and dewatering problems which were not anticipated by the O.S.H.D. foundation test hole drilling.

Even though we double shifted approximately two months to keep the project on schedule during the course of the foundation work. Our time as a result of the inadequate foundation data exceeded what it should have by about two weeks per hole. However, in as much as one of those weeks is already covered by driving piling in above paragraphs, we do hereby request an additional 7 calendar days for <u>each</u> Pier Nos. 5,6,and 7, due to inadequate data. Total of 21 calendar days.

To further substantiate our request for additional time, the "old bridge" parallelling the new one, which we are constructing, had to have foundation changes of a seal poured in two piers, which data the O.S.H.D. was aware of, but did not make readily available to, of called to the attention of the bidding contractor.

We do feel at all times, we did actively pursue the project with as much equipment and personnel as was economically feasible, and had it not been for all of the above mentioned changes in the plans, specifications and field conditions the project would have been completed on schedule.

STACH
CONSTRUCTION COMPANY, INC.

479-5391
PHONE (503) ~~476-5091~~

P. O. BOX 730
GRANTS PASS, OREGON

Because of the enclosed supporting data, we feel it reasonable to hereby respectfully request an additional increase of 84 calendar days, for project completion.

Respectfully submitted,

STACH CONSTRUCTION CO., INC.

Henry G. Stach, President

HGS:bcs

STATE OF IDAHO

IDAHO BOARD OF
HIGHWAY DIRECTORS

R. DOYLE SYMMS - CHAIRMAN
HOWARD B. THOMASON - VICE CHAIRMAN
C. ED FLANDRO - MEMBER

WAYNE SUMMERS - SECRETARY

DEPARTMENT OF HIGHWAYS

E. L. MATHES
STATE HIGHWAY ENGINEER

P.O. BOX 7129
BOISE, IDAHO 83707

July 8, 1968

cc Klose
Edwards

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
State of Oregon
Salem, Oregon 97310

Re: Snake River Bridge
Oregon-Idaho Agreement 10-6-66
Oregon Contract 6963

Dear Forrest:

Your letter of June 24, 1968 requesting concurrence in Contract Time has been reviewed. The information furnished appears to justify the extensions as recommended by your Project Engineer. We concur in the extensions.

We are attaching a copy of letter from the Idaho Division Office of the Federal Highway Administration which also concurs in the time extensions as recommended.

Very truly yours,

E. L. MATHES, P.E.
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

Attachment

ow

6 copies Memorandum

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM JUL 10 1968 PM
7,8,9,10,11,12,1,2,3,4,5,6

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JUL 11 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 9 1968
OFFICE OF
STATE HIGHWAY ENGINEER

Better Highways Now, save lives, save time, save money!

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

Conat.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TO : Mr. E. L. Mathes, P. E.
State Highway Engineer
Boise, Idaho

DATE: July 3, 1968

In reply refer to: 08-10.3

FROM : Omar L. Homme, P. E.
Division Engineer
Boise, Idaho

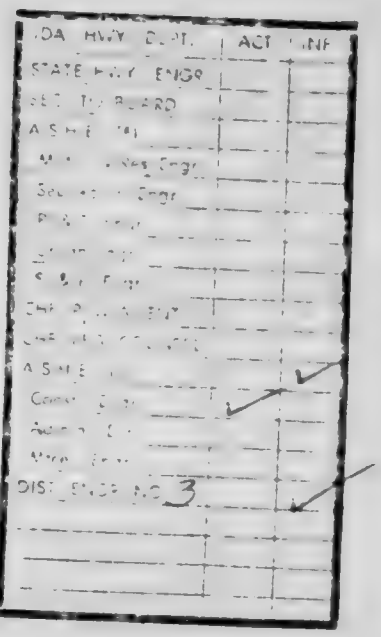
By R. F. Clements
R. F. Clements, P. E.
Area Engineer

SUBJECT: Idaho Project F-3111(14) Snake River Bridge
Oregon Contract 6963

We have reviewed the project records and the correspondence you sent us on July 1, 1968.

We concur in the recommendation for a time extension of 40 days.

RECEIVED
JUL 3 1968
DEPT. OF HIGHWAYS



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CONSTRUCTION

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BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 26 1968
FOR FILING
123-1117
6963

June 24, 1968

Mr. E. L. Mathes
State Highway Engineer
Idaho Department of Highways
Post Office Box 7129
Boise, Idaho 83707

Dear Ellis:

Re: Snake River (Ontario Spur) Bridge
Oregon-Idaho Agreement 10-6-66
Oregon Contract 6963

The above contract allotted 375 calendar days to complete the work. The work was completed March 2, 1968, with a total of 418 calendar days charged through to completion.

This amounts to an overrun in time of 43 calendar days. Under the terms of the contract, we must either assess the contractor liquidated damages for this time or may, if circumstances warrant, recommend to the Highway Commission that it grant an extension of time waiving all or a part of the liquidated damages.

Due to changes and other minor adjustments made to the contract plans, there is cause to recommend to the Highway Commission that the contractor be granted an extension of 40 days without assessment of liquidated damages. The attached letter dated February 27, 1968, by R. C. Pool, Project Resident Engineer, explains in detail the effect of the various plan changes to the contractor's operations. Specified liquidated damages for the contract are $150 per calendar day. The proposed recommendation would waive liquidated damages in the amount of $6,000 and assess the contractor $450.

Our regulations require that we have the concurrence of the Bureau of Public Roads in contract time extension where Federal-aid funds are involved and I presume your regulations are similar. Bureau approval is not necessary in Oregon as no Federal funds are involved. Can you obtain Bureau concurrence to the proposed recommendation and give me any comments you might have concerning this matter.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc R. L. Porter
Tom Edwards
Victor D. Wolfe
L. H. Young
Ivan Marchant
A. F. Parson

Attach. CAG:smd fn

File

FORM E-20 SOM 10-65

FEB 28 1968

RECD DIV OFFICE
LA GRANDE

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Ontario, 97914
February 27, 1968

To: Mr. A. F. Parson
Division Engineer
LaGrande

SUBJECT: Contractors Request for Increase
in Number of Calendar Days
Snake River (Ontario Spur) Br.
Contract No. 6963
Bridge No. 1000A

Transmitted herewith for your consideration are five copies of "Contractors Request for Increase in Number of Workdays to Complete Construction Contract " for the above referenced project.

A review of the project files and diarys revealed the following information concerning the request for additional calendar days:

1. At pier 5, the foundation was changed from a spread footing to a steel pile foundation. The excavation was completed on May 24, 1967 and a test pile was driven on the same day. The driving of the test pile was done on Price Agreement No. 2; no work on the test pile was done prior to May 24th. After the test pile was driven, it was decided to drive 30 additional steel piles (Price Agreement No. 3). During the period from May 25th thru June 5th, the contractor loaded and hauled State furnished steel piles to the job site, spliced the piling, welded tip reinforcement, drove the piling, made pile cutoffs, and welded pile anchor devices. The loading and hauling of the steel piles was done on E.W.O. #2. During the period May 24 thru June 5, the contractor actively pursued the work. Recommend increase of 13 calendar days. 13

2. At bent 2, the driving of treated timber piles began on June 5, 1967. Insufficient penetration was obtained and a steel test pile was driven the same day. On the basis of this, it was decided to change the pile type to 10BP42 steel piles. The hauling, splicing, driving, and cutting off of the steel piles began on June 5th and was completed on June 7th. Normally it would have taken only one day to drive the treated timber piles as per the original contract; as it was, three days were required to complete the pile driving. Recommend increase of 2 calendar days.

2A. During the period of June 20th thru June 24, 1967, there was a general rise in the Snake River of about 4½ feet, and the contractor did not work at pier 4 during this period. This high water was not considered a flood, and in checking stream flow records for the past several years, it was discovered that normally the water is higher than this for a longer

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OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM MAR 6 - 1968 PM
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period of time sometime during the year. The contractor had every reason to expect more high water than a 4½ foot rise. Recommend no increase in calendar days.

3. The pile type at pier 4 was changed from untreated timber to 10BP42 steel piles. The Contractor was notified of this change on June 2, 1967, and the contractor did not start driving piles until July 14th. No time was lost in preparing to drive the piles as this work was done concurrently with other work. The actual driving time for the steel piles was 2 days (4 shifts). On piers 1, 2, and 3, where untreated timber piles were driven as originally specified at pier 4, driving time was three to four days for each pier (one shift per day). Recommend no increase in calendar days.

4. At pier 6, the type of foundation was also changed from a spread footing to a steel pile foundation. No time was lost in preparing to drive the steel piles because this work was planned ahead and done concurrently with other work. On September 8, 1967, the excavation was complete and the footing would have been poured the next day had the piling not been required. As it was, the pile driving was completed on September 15th, but the footing was not poured until September 27th. The delay in pouring the footing was caused by difficulties in dewatering the cofferdam after the pile driving. Many sheets had to be redriven, several pulled and replaced, and more excavation made where the sheets were pulled. All during this period the contractor was actively pursuing the work. It appears that the time lost because of foundation changes was from the time the spread footing could have been poured until the pile footing was poured (September 9th thru September 27, 1967). Recommend an increase of 19 calendar days.

5. The foundation at pier 7 was also changed from a spread footing to a pile foundation. No time should be allowed for preparing to drive the steel piles since this work was done concurrently with other work. The excavation was complete on November 28, 1967, and the pile driving started on the swing shift the same day. The pile driving, splicing, and cutting off of piles continued thru December 3rd. It appears the contractor was delayed from November 28 th thru December 3rd because of the foundation changes. Recommend an increase of 6 calendar days.

The contractor has asked an increase of 21 calendar days because of Excavation of Idaho approach (Price Agreement No. 12), Illumination Revision at Idaho Avenue Interchange (Price Agreement No. 6), Parapet Rail Revision (Price Agreement No. 9), Guard Rail Revision (Price Agreement No. 11), Curb changes (Price Agreement No. 10), and an increase in the quanity of Asphalt Concrete. Individually or collectively, these items were done concurrently with other work, and they will not effect the completion date of this contract. Recommend no increase in calendar days.

Another increase of 21 calendar days has been requested because of alleged "inadequate foundation data". From my observation there was a very close corelation between the test hole logs and the foundation material encountered at all piers. This request appears to be completely unfounded. Recommend no increase in calendar days.

The contradtor made several statements in his letter concerning foundation changes in the construction of the old Snake River Bridge which parallels the new bridge. From the limited "As Constructed" data that I have, it appears that the contractor's remarks are based on erroneous information. If necessary this can be checked out by the Bridge Division.

Because of the aformentioned items a total increase of 40 calendar days is recommended.

RCP:no
cc: Mr. I.D. Merchant

Robert C. Pool
Resident Bridge Engineer

S-630 (Rev.)—8M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

RECEIVED
ROBERT C. POOL, [illegible] Engr.
JAN 19 1968
Noted

Oregon State Highway Commission
Salem, Oregon

Date January 12, 1968

Gentlemen:

We, the undersigned, respectfully request an increase in the number of ~~workdays~~ calendar days from 375 days to 459 days, within which to complete our Contract No. 6963, without the assessment of liquidated damages. The said contract is described as follows: Malheur County, Olds Ferry - Ontario Snake River (Ontario Spur) Bridge, Grading, Paving and Structure

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

SEE ATTACHED LETTER

Respectfully submitted,

Stach Construction Co., Inc.
Contractor

By Henry C. Stach, President

CONSENT OF SURETY

Date 12-8, 1967

We, St. Paul Fire & Marine Insurance Company, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

[illegible] Company
Attorney-in-fact

(SEAL)

[illegible] Company
Resident Agent

[illegible] AGENCY, INC.
[illegible] 97403

STACH CONSTRUCTION COMPANY, Inc.

RECEIVED
JAN 10 1969
ROBERT C. POOL, Res. Bridge E

479-5391
PHONE (503) 476-5081
P. O. BOX 730
GRANTS PASS, OREGON

Routing
Noted

Oregon State Highway Department
Salem, Oregon

RE: Malheur County, Olds Ferry Ontario - Snake River (Ontario Spur) Bridge, O.S.H.D. Contract No. 6963.

Gentlemen:

In reference to the above described project the dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

1. On Pier No. 5, approximately May 21, 1967 to May 28, 1967, we had to wait for a decision from the Oregon State Highway Department as to whether or not the soils were of sufficient bearing capacity to support footings, without driving piling. Decision was made to drive 30 steel piling. We had to pick the steel piling up at the O.S.H.D. maintenance yard, splice the piling to length, order the necessary steel plates for reinforcing the tips, and drive the piling. We commenced to work May 31, 1967 and finished June 2, 1967. Lost time of 12 calendar days.

2. On Abutment No. 2, June 6,1967 and June 7, 1967, we again waited ½ day for a change order to drive steel piling in place of wood piling as originally designed, as the penetration could not be obtained with the wood piling. This entailed hauling the piling from the maintenance yard, splicing to length, reinforcing pile tips, and drive the steel piling. The procedure took 1½ days. Total lost time was 2 calendar days.

A. On Pier No. 4, during the period of June 20, 1967 and June 24, 1967, we were unable to work efficiently because of a 4½ foot rise in the water, which breached our cofferdam around the Pier No. 4, resulting in lost time of 4 calendar days.

3. On pier No. 4, during the week-ending July 16, 1967, we had to change from wood piling to steel piling, likewise involving hauling the steel piling, splicing, welding the reinforcing tips, and driving the 25 steel piling, in as much as the wood piling penetration could not be obtained. Total lost time of 7 calendar days.

4. On Pier No. 6, September 10, 11, 12, and 13, 1967, we had to drive steel piling. Again the process of hauling the piling, splicing, welding reinforcing tips, and driving 30 steel piling for a loss of 7 calendar days.

STAGH
CONSTRUCTION COMPANY, INC.

479-5391
PHONE (503) ~~476-5881~~

P. O. BOX 730
GRANTS PASS, OREGON

January 12, 1967

5. On Pier No. 7, November 27,28,29,and 30, December 1,2,3, 1967, we again had to haul steel piling, splice, weld reinforcing tips and drive 30 steel piling. Total lost time was 7 calendar days.

Due to the following changes, Excavation of the Idaho Side, Illumination of the interchange over the Freeway, Handrail, Guardrail, and Curb changes, and Additional Asphalt, there was an approximate ten per cent increase in the General Contract. There were other numerous "Extra Work Orders" involved in the increase.

Any one of the above mentioned items would not substantiate a loss of work flow, or contract time, but however, we feel that collectively they did have a bearing on the amount of time taken to complete the project. The additional time loss would be 21 calendar days.

According to our original time schedule and working from your plans and test hole foundation data, we should have been in and out of Piers No. 5,6, and 7, in approximately 6 weeks each. However, obviously the foundation data was inadequate in as much as the O.S.H.D. found it prudent to drive 30 steel bearing piling in the piers, which were originally designed without piling. Likewise we encountered coffer-dam and dewatering problems which were not anticipated by the O.S.H.D. foundation test hole drilling.

Even though we double shifted approximately two months to keep the project on schedule during the course of the foundation work. Our time as a result of the inadequate foundation data exceeded what it should have by about two weeks per hole. However, in as much as one of those weeks is already covered by driving piling in above paragraphs, we do hereby request an additional 7 calendar days for each Pier Nos. 5,6,and 7, due to inadequate data. Total of 21 calendar days.

To further substantiate our request for additional time, the "old bridge" parallelling the new one, which we are constructing, had to have foundation changes of a seal poured in two piers, which data the O.S.H.D. was aware of, but did not make readily available to, of called to the attention of the bidding contractor.

We do feel at all times, we did actively pursue the project with as much equipment and personnel as was economically feasible, and had it not been for all of the above mentioned changes in the plans, specifications and field conditions the project would have been completed on schedule.

STACH
CONSTRUCTION COMPANY, INC.

479-5391
PHONE (503) ~~476-5081~~

P. O. BOX 730
GRANTS PASS, OREGON

Because of the enclosed supporting data, we feel it reasonable to hereby respectfully request an additional increase of 84 calendar days, for project completion.

Respectfully submitted,

STACH CONSTRUCTION CO., INC.

Henry G. Stach, President

HGS:bcs

FORM E-1258 10M 6-67

RECEIVED
AUG 5 - 1968

COMMISSION
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

123-1117
6963

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 14, 1968

Mr. Omar L. Homme
Division Engineer
Bureau of Public Roads
3010 W. State Street
P. O. Box 7527
Boise, Idaho 83707

Contract 6963
Prefix 123-1117
FAP F-3111(14), Idaho

Dear Sir:

All work under Contract No. 6963, Snake River (Ontario Spur) Bridge Section of the Olds Ferry-Ontario Highway in Malheur County was completed on March 2, 1968.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Final payment to the contractor will be withheld pending receipt of your acceptance.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RECEIVED
AUG 5 1968
OFFICE OF
STATE HIGHWAY ENGINEER

Bureau of Public Roads
Idaho Division Office Endorsement Date 7-31-68

Conditions noted on above date:

NOTED
F. S. KLINE

Omar L. Homme
Division Engineer

to: Forrest Cooper
L. H. Young

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
PENDLETON

Claim File #4374

123-

FILED
APR 19 1968
CLAY MYERS
SECRETARY OF STATE

6761

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
APR 19 1 01 PM '68
CLAY MYERS
SECRETARY OF STATE

April 17, 1968

Roberts & Poole
P. O. Box 1795
Boise, Idaho 83701

Gentlemen:

This is in reply to your letter of April 16 and attached Notice of Claim which states that M. R. Holst Construction Company and Stach Construction Company, Inc., owes Rule Construction Company $17,961.37 for labor and material.

This appears to be in reference to the Stach Construction Company, Inc., and M. R. Holst Contract No. 6963 for grading, paving, and structure on the Snake River (Ontario Spur) Bridge Section of the Olds Ferry-Ontario Highway in Malheur County.

The St. Paul Fire and Marine Insurance Company through Oakridge Insurance Agency, Inc., P. O. Box 406, Oakridge, Oregon, furnished the performance bond on this contract. We will advise them of the receipt of your claim, and we will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been paid.

NOTE ON CARD
when

Very truly yours,

FLOYD

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

RECEIVED
APR 22 1968
OREGON
STATE HIGHWAY COMMISSION

cc St. Paul Fire and Marine Insurance Company
Oakridge Insurance Agency, Inc.
Stach Construction Company, Inc. and
M. R. Holst
Commissioners
Hon. Clay Myers ✓ Please acknowledge receipt of this claim on the enclosed copy of this letter.

LAW OFFICES
ROBERTS & POOLE
111 BROADWAY
P. O. BOX 1708
BOISE, IDAHO 83701

THERON E. ROBERTS
BERT L. POOLE

TELEPHONE | 344-7818
AREA 208

April 16, 1968

State of Oregon
State Highway Department
Salem, Oregon 97310

ATTENTION: Floyd Query, Secretary

Re: State Highway Contract No. 6963 Malheur County
Old Ferry Ontario Highway
Snake River (Ontario spur) bridge
Stack Construction Company, Inc. & M. R. Holst

Gentlemen:

Enclosed for filing pursuant to ORS 279.526 is an original Notice of Claim in the above matter.

Very truly yours,

Theron E. Roberts

THERON E. ROBERTS

TER:mes

Enc.

RECEIVED
APR 17 1968
OREGON
STATE HIGHWAY COMMISSION

NOTICE OF CLAIM

NOTICE IS HEREBY GIVEN that the undersigned, Dean Rule, dba Rule Construction Company, has a claim for work done and materials furnished on construction work required under Oregon State Highway Contract No. 6963 Malheur County, Old Ferry Ontario Highway, Snake River (Ontario spur) bridge, including grading, and paving structure pursuant to the terms of a contract between Dean Rule and M.R. Holst Construction Company, Oak Ridge, Oregon, and Stach Construction Company, Inc., Grants Pass, Oregon, a joint venture.

That the amount of said claim for unpaid labor and material furnished on said project is the amount of $17,961.37. That said claim is against the bond taken from M. R. Holst Construction Company, Oak Ridge, Oregon, and Stach Construction Company, Inc., Grants Pass, Oregon, as principals, and St. Paul Fire and Marine Insurance Company, 1500 N.E. Irving Street, Portland, Oregon, Surety, for fully performing the construction work required under the aforesaid State Highway Contract and for payment of all labor and materials furnished thereon.

DATED this 16th day of April, 1968.

ROBERTS & POOLE

By _____
A Member of the Firm
111 Broadway, Boise, Idaho
Attorneys for Dean Rule

LAW OFFICES
ROBERTS & POOLE
111 BROADWAY
BOISE, IDAHO 83701

FORM E-122X 50 M 6-67

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
PENDLETON

Claim File #4372

123-1

FILED
MAR 27 1968
CLAY MYERS
SECRETARY OF STATE

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
MAR 27 1 04 PM '68
CLAY MYERS
SECRETARY OF STATE

March 26, 1968

Hawley, Troxell, Ennis & Hawley
Attorneys and Counselors
P. O. Box 1617
Boise, Idaho 83701

Attention: Mr. John T. Hawley

NOTED ON CARD
WLN

Gentlemen:

This is to acknowledge receipt of your letter of March 25 and attached Notice of Claim which states that you as attorneys for First Security Bank of Idaho, N.A., have been assigned all of the interest of Dean Rule, d.b.a. Rule Construction Company. The claim is for labor and materials performed and furnished by Rule Construction Company in the amount of $14,677.02 plus interest.

This appears to be in reference to the Stach Construction Company, Inc., and M. R. Holst Contract No. 6962 for grading, paving, and structure on the Snake River (Ontario Spur) Bridge on the Olds Ferry-Ontario Highway in Malheur County.

The St. Paul Fire and Marine Insurance Company through Oakridge Insurance Agency, Inc., P. O. Box 406, Oakridge, Oregon, furnished the performance bond on this contract. We will advise them of the receipt of the claim and will also forward it to the Secretary of State for filing.

We also acknowledge a copy of an Assignment of Accounts and Contracts Receivable and a copy of an agreement between M. R. Holst Construction and Stach Construction Company, Inc., (a joint venture) and Rule Construction Company. These attachments are also being forwarded to the Secretary of State for filing.

Please let us know when this claim has been satisfied.

RECEIVED
MAR 28 1968
OREGON
STATE HIGHWAY COMMISSION

Very truly yours,
ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

cc
Stach Constr. Co., Inc. & M.R. Holst
St. Paul Fire & Marine Ins. Co.
Oakridge Ins. Agency

Hon. Clay Myers - Please acknowledge receipt of this claim on attached letter.

HAWLEY TROXELL ENNIS & HAWLEY
ATTORNEYS AND COUNSELORS
FIRST SECURITY BUILDING
POST OFFICE BOX 1617
BOISE, IDAHO 83701

JESS B. HAWLEY, 1862-1949
ROBERT I. TROXELL
JESS B. HAWLEY, JR.
PAUL B. ENNIS
JOHN T. HAWLEY
THOMAS A. MILLER
MARSHALL NEAL NEWHOUSE
IVER J. LONGETEIG, III
ROBERT J. ENNIS

AREA CODE 208
TELEPHONE: 344-7683

March 25, 1968

State of Oregon
State Highway Department
Salem, Oregon 97310

Attention: Floyd Query, Secretary

Re: State Highway Contract No. 6963 Malheur County
Old Ferry Ontario Highway
Snake River (Ontario spur) bridge
Stach Construction Company, Inc. and M. R. Holst

Gentlemen:

Enclosed for filing, pursuant to ORS 279.526, is an original Notice of Claim in the above matter.

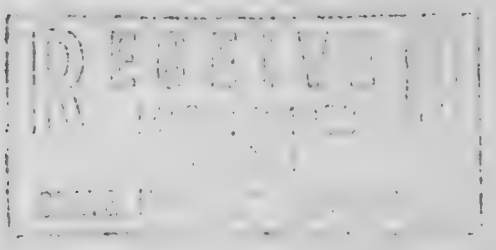
I am also enclosing a xerox copy of our financing statement which was filed with the Oregon Secretary of State in October 1967.

Very truly yours,

HAWLEY TROXELL ENNIS & HAWLEY

JOHN T. HAWLEY

JTH:b
Encs.



NOTICE OF CLAIM

NOTICE IS HEREBY GIVEN that the undersigned, First Security Bank of Idaho, N.A., Boise, Idaho, has been assigned all of the interest of Dean Rule, dba Rule Construction Co., in and to a contract dated May 10, 1967 entered into by and between Rule and M. R. Holst Construction Company, Oak Ridge, Oregon, and Stach Construction Co., Inc., Grants Pass, Oregon, a joint venture, which contract involves work done and materials furnished pursuant to State Highway Contract No. 6963 (a copy of said contract between Rule and Holst and Stach and a copy of said assignment is attached hereto and by reference made a part of this Notice);

And as such assignee, the undersigned has a claim for labor and materials performed and furnished by Rule in compliance with the specific contract items referred to in said contract attached hereto in the sum of Fourteen Thousand Eight Hundred Forty-Seven Dollars and Two Cents ($14,847.02), plus interest at the rate of eight per cent per annum from July 14, 1967, against the bond taken from M. R. Holst Construction Company, Oak Ridge, Oregon, and Stach Construction Co. Inc., Grants Pass, Oregon, as principals, and St. Paul Fire and Marine Insurance Company, 1500 N.E. Irving Street, Portland, Oregon, surety, for the work of fully performing the construction work required under State Highway Contract No. 6963, Malheur County, Old Ferry Ontario Highway, Snake River (Ontario spur) bridge, including grading, paving and structure.

DATED this 25th day of March, 1968.

HAWLEY TROXELL ENNIS & HAWLEY

By _____

Attorneys for First Security Bank of Idaho, N. A.
Boise, Idaho

ASSIGNMENT OF ACCOUNTS AND CONTRACTS RECEIVABLE

WHEREAS, Bulo Construction Co. hereinafter referred to as Assignor, desires to obtain accomodations and advances in money from time to time from FIRST SECURITY BANK OF IDAHO, N.A., hereinafter referred to as Assignee, and said Assignee has agreed that upon certain terms and conditions to be met by Assignor, that it will make such loans, accomodations and advances to Assignor;

NOW THEREFORE, for and in consideration of said loans and advances made to Assignor in the sum of $3,700.00, receipt whereof Assignor does hereby acknowledge, as well as for other loans and advances which may hereafter be made by Assignee to Assignor, the said Assignor does hereby assign and deliver over to Assignee all accounts and contracts receivable by it as shown on the attached schedule marked "Exhibit A", and by reference made a part hereof.

Assignor hereby constitutes and appoints, FIRST SECURITY BANK OF IDAHO, N.A., Assignee herein, its true, lawful and irrevocable attorney to demand, receive and enforce payment and to give receipts, releases, satisfactions for and to sue for all monies payable to Assignor and this may be done either in the name of Assignor or in the name of First Security Bank of Idaho, N. A., with the same force and effect as the Assignor could do if this assignment had not been made. Assignor further authorizes and directs payment of monies coming due on each of said accounts and contracts by the debtor thereof directly to First Security Bank of Idaho, N.A. to be by said Assignee credited against the loans and advances made by Assignee to Assignor.

Assignor represents and warrants to Assignee that the monies, accounts and contracts above assigned have not heretofore been alienated or assigned and that said accounts and contracts are each in good standing and not delinquent; that the amounts due on said contracts and open accounts, as set forth in said schedule are not disputed by the debtor, that there are no off-sets against said accounts and contracts or any of them and that Assignor knows of no reason why this assignment cannot lawfully be made.

It is mutually agreed that this contract of Assignment may be cancelled by the Assignee at any time without notice and by the Assignor at any time by the payment of the amount of all loans and advances made to Assignor by Assignee with interest and other accruing charges according to the terms of the notes given in evidence thereof and thereupon the Assignee agrees to reassign all unpaid accounts and contracts.

DATED the 29th day of June, 1967.

Fulo Construction Co.

Dean Fulo

Sole Owner

STATE OF IDAHO)
) ss.
County of Ada)

On this 29th day of June, 1967, before me appeared Dean Fulo, known to me to be the person whose name is subscribed to the foregoing instrument and acknowledged to me that he executed the same (or: known to me to be President of _____ _____ corporation and acknowledged to me that said corporation executed the same).

IN WITNESS WHEREOF, I have set my hand seal this 29th day of June, 1967.

Baker R. Burke

Notary Public for Idaho
Residing at Boise, Idaho

Notice of the above assignment is hereby acknowledged this 10 day of July, 1967, and the undersigned hereby agrees to make payments of the above account or to make payment of moneys coming due on (his) (her) account directly to the First Security Bank of Idaho, N. A. in accordance with the terms of the above assignment.

Mary L. Kelly

ATTEST:

Barbara L. Stahl

EXHIBIT "A"

THIS AGREEMENT, made and entered into this 10th day of May, 1967, by and between M. R. Holst Construction Oakridge, Oregon, Joint Venture, and Stack Construction Co., Inc., P.O. Box 730, Grants Pass, Oregon, party of the first part; and Rula Construction Co., P.O. Box 7788, Boise, Idaho, party of the second part: WITNESSETH:

THAT, WHEREAS, the said party of the first part did, under date of December 16, 1966, enter into a contract with the State of Oregon through its State Highway Commission for the construction of the following described work, to-wit:

Malheur County
Old Ferry Ontario Highway
Snake River (Ontario Span) Bridge
Grading, Paving and Structure

which said contract is known and designated as State Highway Contract No. 6963, and which said contract, in so far as it pertains to the work described herein, is hereby expressly made a part of this Agreement as though fully and completely recited herein; and

WHEREAS, under the laws, rulings and regulations governing State Highway construction projects, it is necessary that all subcontracts carry the same stipulations, limitations, and provisions governing wages, hours of employment, methods of prosecuting work, and all other requirements, limitations and things pertinent thereto as in the principal contract set forth; and

That the Party of the Second Part, will begin work immediately, with a schedule of the sequence of the operations to be performed given to the Oregon State Highway Engineer in charge of the said Project; cooperate with him in all aspects concerning the travel and traffic hazards concerning the traveling public. He shall cooperate with all other sub-contractors on the Project, and be prepared for paving by August 1, 1967.

WHEREAS, the said first party now deems it advisable to subcontract a portion of the work included in the said State Highway Contract No. 6963 for which the said first party is principal contractor.

NOW, THEREFORE, the premises being in general as above stated, it is hereby contracted and agreed:

That, Kula Construction, Party of the Second Part will furnish all of the labor and materials necessary to complete the following items, hereby attached, and in accordance with the plans and specifications contained, in the original contract of the Oregon State Highway Department.

It is further understood that the Secon d Party covenants and agrees to hold the First Party completely free and harmless from all the Third Party claims of every kind and nature, whether arising in tort, contract, or otherwise; and further in this connection, Second Party agrees to carry and maintain at all times Liability Insurance in an amount of not less than $100,000.00/$300,000.00 for injuries to the person, and not less than $100,000.00 for injuries to property; and on all such policies First Party shall be an additional insured or shall be covered by "hold harless'" endorsement; and Second Party shall at all times furnish First Party with Certificate or Certificaton to verify that such Insurance coverage has been procured and is being constantly maintained. First Party also shall be furnished a Certificate of Workman's Compensation and Performance Bond in amount of said sub-contract hereby stated.

It is further expressly stipulated and agreed that the party of the second part will conduct and prosecute the work hereinabove described in a manner satisfactory to the Engineer, and in strict accordance with the plans and specifications therefor, and that each and every requirement of the said Contract No. 6963 governing hours of employment, wage rates, methods of prosecuting the work, and each and every other requirement, stipulation or thing therein set forth and pertinent to the work herein described shall govern the prosecution of the work under this subcontract as though herein fully set forth, and,

It is hereby contracted and agreed that the Party of the Second Part will perform the following items of work at the unit prices listed below:

Project Oregon State Highway Department Contract # 6963.

Item	Quantity	Unit	Price	Amount
1. Clearing & Grubbing	1	Lump Sum	$1,000.00	1,000.00
2. Ditch Excavation	630	c.y.	1.50	945.00
3. General Excavation	4,500	c.y.	1.00	4,500.00
4. Special Borrow Excavation unclassified	9,300	c.y.	1.00	9,300.00
5. Finish Road Beds and Slopes	1	Lump Sum	1,000.00	1,000.00
6. Trench Excavation	200	c.y.	1.50	300.00
6a Watering	740	M. Gal	3.00	1,680.00
7. Sub-base	26,600	Tons	.80	21,280.00
8. Haul & Place Only from pit 5 mi away 3/4"-0 Material	2 ,800	Tons	.90	2,520.00
9. Haul & Place Only from pit 5 mi away Stone Base	9,630	Tons	.90	8,667.00
17 12" Pipe Culvert	120	Lin Ft	3.00	360.00
18 18" Pipe Culvert	90	Lin Ft	6.00	540.00
20 12" Culvert End Section	1	Only	10.00	10.00
19 12" Reinf. Conc. Storm Sewer Pipe	1,120	Lin. Ft.	5.00	5,600.00
22 Concrete Inlets, Type S-1	6	Only	150.00	900.00
23 Concrete Curbs	90	c.y.	40.00	3,600.00
24 Concrete End Pieces	1	Only	80.00	80.00
Total				$ 61,782.00

All Materials and Labor must be done and of quality as specified by the Oregon State Highway Department Plans and Specifications.

Items No. 8 and No. 9 also include processing of said material.

COMPLY with Non-discrimination in employment;

Wagner Act

Anti-Kickback

Local Labor Clause, and,

This Contract includes all Labor Requirements as per the Special Provisions of the Oregon State Highway Department.

SHALL PRESENT weekly payroll affidavits in regulations: Part 3 (29 C F R Part 3), issued by Sec. of Labor under Copeland Act as amended (48 Stat. 948, 63 Stat. 108, 72 Stat. 967; 40 U. S. C. 276C) with compliance to U. S. DEP'T. of LABOR. The attached Form PR-1274 (Rev. 12-66) "Required Contract Provisions Federal Aid Contracts, Primary Highway (exclusive of Interstate)" is apart of this Sub-contract.

IN WITNESS WHEREOF we have hereunto set our hands and seals this 10th day of May, 19 67

Staab Construction Co., Inc.

By Robert C. Staab

Its President

Party of the First Part

CONSENT TO SUBCONTRACT GRANTED
Date: June 5, 1967
By: Ivan D. Merchant
Ivan D. Merchant, Bridge Engineer

Rule Construction Company

By Jean Rule

Its

Party of the Second Part

THIS FINANCING STATEMENT is presented to filing officer for filing pursuant to the Uniform Commercial Code.

3. Maturity Date: (if any)

1A. Debtor(s):

Dean Rule, dba Rule Construction Company

1B. Mailing Address(es):

111 Broadway Avenue
Boise, Idaho

2A. Secured Party(ies):

First Security Bank of Idaho, N.A., Main Office

2B. Address of Secured Party from which security information obtainable:

9th & Idaho Streets
Boise, Idaho

Filing Officer (Date, time, number and filing office):

4. This financing statement covers the following types (or items) of property. (If collateral is crops growing or to be grown, or goods which are or are to become fixtures, give description reasonably indentifying the real estate.):

Assignment of accounts and contracts receivable from Dean Rule, dba Rule Construction Company, to First Security Bank dated June 29, 1967, which contract assigned is that certain agreement executed on May 10, 1967, between M. K. Holst Construction, Oakridge, Oregon, joint venture, and Stach Construction Co. Inc., P. O. Box 730, Grants Pass, Oregon, involving State of Oregon Highway Contract #6963, Malheur County Old Ferry Ontario Highway Snake River, Ontario spur; a true and correct copy of which assignment is attached hereto and made a part of this financing statement.

5A. Assignee of Secured Party(ies), if any:

5B. Address of Assignee from which security information obtainable:

Check [X] if covered: [X] Proceeds of Collateral are also covered. [ ] Products of Collateral are also covered. No. of additional sheets attached [ ]

Filed with: [X] SECRETARY OF STATE: [X] RECORDER [X] COUNTY CLERK OF Josephine COUNTY.

FIRST SECURITY BANK OF IDAHO, N.A.

By: _____ Signature(s) of Debtor(s)

By: _____ Signature(s) of Secured Party(ies) or Assignee(s)

FILE COPY—DEBTOR(S)

This form of financing statement is approved by the Secretary of State.

STANDARD FORM—UNIFORM COMMERCIAL CODE—FORM UCC-1— Stevens-Ness Law Publishing Co., Portland 4, Ore.

RECEIVED
MAR 21 1968
FOR FILING

123-1117
6963

March 21, 1968

Hawley, Troxell, Ennis & Hawley
Attorneys and Counselors
Post Office Box 1617
Boise, Idaho 83701

Attention: Mr. John T. Hawley

Gentlemen:

This will acknowledge your letter of March 14 concerning an assignment held by the First Security Bank of Idaho against a subcontractor on our Contract No. 6963 awarded to Stach Construction Company, Inc., and M. R. Holst for work on the Snake River Bridge.

At the present time, the contract is approximately 99 percent complete. Our Accounting Division has advised us that yesterday a warrant covering Estimate No. 12 in the amount of $18,813.41 was mailed to the contractor.

We do not have a record in our office of the assignment that you mentioned. Upon inquiry to the Secretary of State's office, they too upon short notice were not able to find the financing statement that you mentioned.

As you know, all State Highway contracts in Oregon are covered by a 100 percent bond which assures the State of completion of the contract and also for the payment of all bills for labor and materials used. If the claim that the bank has against the subcontractor can be construed as being provided to furnish labor and materials, then I would suggest that the claim be filed with us. When received here, we will advise the surety and the contractor of its receipt and also send a copy to the Secretary of State so that the filing will be complete under Oregon law.

Funds earned by contractors are considered as trust funds. It has long been our practice not to withhold funds due the contractor unless requested by the surety or upon some kind of court order.

Attached is an excerpt from Oregon laws concerning the filing of claims against contracts.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fkn
Attachment

HAWLEY TROXELL ENNIS & HAWLEY
ATTORNEYS AND COUNSELORS
FIRST SECURITY BUILDING
POST OFFICE BOX 1617
BOISE, IDAHO 83701

AREA CODE 208
TELEPHONE: 344-7683

JESS B. HAWLEY, 1882-1949
ROBERT I. TROXELL
JESS B. HAWLEY, JR.
PAUL B. ENNIS
JOHN T. HAWLEY
THOMAS A. MILLER
MARSHALL NEAL NEWHOUSE
IVER J. LONGETEIG, III
ROBERT J. ENNIS

March 14, 1968

State of Oregon
Department of Highways
Salem, Oregon

Attention: Contract Payment Section

Re: State Highway Contract No. 6963 Malheur County
Old Ferry Ontario Highway
Snake River (Ontario spur) bridge
Grading, paving and structure

Gentlemen:

This office represents the First Security Bank of Idaho, Boise, Idaho.

On June 29, 1967 Dean Rule, sub-contractor on the above job, assigned all of the payments to be paid to him under said contract to the First Security Bank of Idaho and on July 10, 1967 this assignment was accepted by the prime contractor, M. R. Holst and Stach Construction Co. Inc., in writing, without qualification.

Solely on the basis of this assignment and its acceptance in writing without qualification by the prime contractor, the Bank advanced a line of credit to Rule and there is now owing to the Bank the sum of $14,847.02, with interest at 8% per annum from July 14, 1967, plus all costs and expenses incurred by the Bank since that date in attempting to collect this money rightfully due to it under said assignment.

The prime contractor refuses to pay over said money to the First Security Bank, even though the job is completed and said monies, less retainage, have been paid to it by the Oregon State Highway Department.

Rec 3-19-68
CWH

$18,813.4 / 1 - 3-20
99% complete as of 3-20

You are therefore notified that the First Security Bank of Idaho in October of 1967 filed a financing statement with the Secretary of State, State of Oregon, and with the Josephine County Clerk, Josephine County, Oregon, recording said assignment to protect its rights.

You are further notified that said bank has notified the St. Paul Fire and Marine Insurance Company, the bonding company on said job, of its claim against the prime contractors, Holst and Stach, by reason of said assignment.

You are further requested to withhold payment of any further sums under said contract to the prime contractors, Holst and Stach, until such time as you are notified that the First Security Bank assignment, which has been duly recorded in the State of Oregon, has been fully satisfied.

A copy of the financing statement recorded in the State of Oregon is enclosed herewith.

A copy of this letter is being sent to M. R. Holst Construction Company and the Stach Construction Co. Inc.

Very truly yours,

HAWLEY TROXELL ENNIS & HAWLEY

John T. Hawley

JOHN T. HAWLEY

JTH:b
Enc.
cc: St. Paul Fire & Marine Insurance Co.
Oakridge Insurance Agency, Inc.
M. R. Holst Construction Company
Stach Construction Co. Inc.

HAWLEY TROXELL ENNIS & HAWLEY
ATTORNEYS AND COUNSELORS
FIRST SECURITY BUILDING
POST OFFICE BOX 1617
BOISE, IDAHO 83701

JESS B. HAWLEY, 1882-1949
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THOMAS A. MILLER
MARSHALL NEAL NEWHOUSE
IVER J. LONGETEIG, III
ROBERT J. ENNIS

AREA CODE 208
TELEPHONE: 344-7683

March 14, 1968

CERTIFIED MAIL -
RETURN RECEIPT REQUESTED

St. Paul Fire & Marine Insurance Co.
Portland Branch Office
1500 N. E. Irving Street
Portland, Oregon 97232

Re: Your Bond: Stach Construction Co., Inc.
Oregon State Highway Contract No. 6963
Old Ferry Ontario Highway - Snake River
(Ontario spur) bridge
Grading, paving and structure

Gentlemen:

This office represents the First Security Bank of Idaho, Boise, Idaho.

On May 10, 1967 a joint venture composed of M. R. Holst Construction Co. of Oakridge, Oregon, and Stach Construction Co., Inc. of Grants Pass, Oregon, entered into a contract with Dean Rule, doing business as Rule Construction Company, Boise, Idaho, to perform certain construction work for Holst and Stach on the following Oregon state highway job:

State Highway Contract No. 6963 Malheur County
Old Ferry Ontario Highway
Snake River (Ontario spur) bridge
Grading, paving and structure

On June 29, 1967, Dean Rule assigned, without qualification, all of his interest in the proceeds to said contract between Stach-Holst and Rule. That assignment was forwarded to Stach on June 29, 1967, and was unequivocably accepted by Stach in writing on July 10, 1967.

Solely on the basis of this assignment and its acceptance by Stach in writing without qualification, the First Security Bank of Idaho advanced a line of credit to Dean Rule. Since September 19, 1967, there has been due to the First Security Bank, the sum of $14,847.02, plus interest from July 14, 1967 at the rate of 8% per annum.

Under the terms of the assignment accepted by Stach in writing without qualification, the Bank is authorized to take whatever steps it deems necessary to collect the assigned funds and Stach agrees to pay over all of the contract money direct to the bank.

At the time the assignment was accepted by Stach, it was advised in writing by the First Security Bank that all of the money earned under the contract between Stach and Rule was assigned as collateral in support of a line of credit extended to Rule solely for the purpose of payroll and general operating expenses on the Ontario bridge job.

Stach has refused to honor this assignment and has refused to pay over the contract money rightfully assigned to and belonging to the First Security Bank, and by its actions of arbitrarily and wilfully refusing to honor the terms of said assignment Stach has seriously impaired the relations between Rule and the First Security Bank, and in addition has caused the First Security Bank additional time, trouble and expense, including loss of interest and attorney's fees, in its endeavor to honor its obligation.

A copy of the Assignment made by Rule on June 29, 1967 to the bank and accepted without qualification by Stach on July 10, 1967 is attached hereto.

In October, 1967, financing statements were filed with the Secretary of State, State of Oregon, and the county recorder at Josephine County, with a copy of the assignment from Rule to the Bank attached.

We understand that the job has been completed but that the final retainage has not been paid over to the prime contractor.

We also note with great interest that Stach has backcharged Rule a bond premium of 3/4 of 1% on $67,866, or a sum of $509, for a performance bond.

You are hereby notified that the First Security Bank of Idaho has, by virtue of said Assignment and its unequivocable acceptance by Stach, a claim against M. R. Holst Construction Company of Oakridge, Oregon, and Stach Construction Co., Inc. of Grants Pass, Oregon, a joint venture for the sum of $14,847.02, plus interest at the rate of 8% per annum from July 14, 1967, plus all costs and expenses and attorney's fees incurred to date by reason of Stach's failure to pay over said assigned funds.

You are further notified that in the event said money, plus interest, cost and expenses, is not paid to the First Security Bank within ten days from the receipt of this letter, said Bank will take whatever steps are necessary in the State of Oregon or elsewhere to protect its interests, either against the prime contractors or your company or both.

I am enclosing a copy of a letter written this date to the Oregon State Highway Department with respect to the retainage, if any, still held by them.

Very truly yours,

HAWLEY TROXELL ENNIS & HAWLEY

JOHN T. HAWLEY

JTH:b
Attachment

cc: Oakridge Insurance Agency, Inc.
P. O. Box 406
Oakridge, Oregon 97463
Certified Mail, Return Receipt Requested

M. R. Holst Construction Company
Oakridge, Oregon 97463
Certified Mail, Return Receipt Requested

Stach Construction Co., Inc.
c/o Donald H. Coulter
P. O. Box 26
Grants Pass, Oregon 97526
Certified Mail, Return Receipt Requested

cc: ✓Highway Department
State of Oregon
Salem, Oregon
Atten: Contract Payment Section

ASSIGNMENT OF ACCOUNTS AND CONTRACTS RECEIVABLE

WHEREAS, Pilo Construction Co. hereinafter referred to as Assignor, desires to obtain accomodations and advances in money from time to time from FIRST SECURITY BANK OF IDAHO, N.A., hereinafter referred to as Assignee, and said Assignee has agreed that upon certain terms and conditions to be met by Assignor, that it will make such loans, accomodations and advances to Assignor;

NOW THEREFORE, for and in consideration of said loans and advances made to Assignor in the sum of 83,700.00, receipt whereof Assignor does hereby acknowledge, as well as for other loans and advances which may hereafter be made by Assignee to Assignor, the said Assignor does hereby assign and deliver over to Assignee all accounts and contracts receivable by it as shown on the attached schedule marked "Exhibit A", and by reference made a part hereof.

Assignor hereby constitutes and appoints, FIRST SECURITY BANK OF IDAHO, N.A., Assignee herein, its true, lawful and irrevocable attorney to demand, receive and enforce payment and to give receipts, releases, satisfactions for and to sue for all monies payable to Assignor and this may be done either in the name of Assignor or in the name of First Security Bank of Idaho, N. A., with the same force and effect as the Assignor could do if this assignment had not been made. Assignor further authorizes and directs payment of monies coming due on each of said accounts and contracts by the debtor thereof directly to First Security Bank of Idaho, N.A. to be by said Assignee credited against the loans and advances made by Assignee to Assignor.

Assignor represents and warrants to Assignee that the monies, accounts and contracts above assigned have not heretofore been alienated or assigned and that said accounts and contracts are each in good standing and not delinquent; that the amounts due on said contracts and open accounts, as set forth in said schedule are not disputed by the debtor, that there are no off-sets against said accounts and contracts or any of them and that Assignor knows of no reason why this assignment cannot lawfully be made.

It is mutually agreed that this contract of Assignment may be cancelled by the Assignee at any time without notice and by the Assignor at any time by the payment of the amount of all loans and advances made to Assignor by Assignee with interest and other accruing charges according to the terms of the notes given in evidence thereof and thereupon the Assignee agrees to reassign all unpaid accounts and contracts.

DATED the 29th day of June, 1967.

Bulo Construction Co.

Deon Bulo

Sole Owner

STATE OF IDAHO)
) ss.
County of Ada)

On this 29th day of June, 1967, before me appeared Deon Bulo, known to me to be the person whose name is subscribed to the foregoing instrument and acknowledged to me that he executed the same (or: known to me to be President of _____ _____ corporation and acknowledged to me that said corporation executed the same).

IN WITNESS WHEREOF, I have set my hand seal this 29th day of June, 1967.

Notary Public for Idaho
Residing at Boise, Idaho

Notice of the above assignment is hereby acknowledged this 10th day of July, 1967, and the undersigned hereby agrees to make payment of the above account or to make payment of moneys coming due on (his) (her) contract directly to the First Security Bank of Idaho, N. A. in accordance with the terms of the above assignment.

Barbara A. Stark

RECEIVED
MAR 4 - 1968
FOR FILING
123-1117
6963

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 14, 1968

To:
MEMO TO THE FILES

SUBJECT: Rough Pavement
Snake River (Ontario Spur) Bridge Section
Contract No. 6963

NOTED
F. B. KLAUSE

On February 6, 1967 the following personnel met to discuss the rough pavement on the subject section:

Henry Stach	Prime Contractor
Rex Johnson	Subcontractor
John O'Keefe	Attorney
Mel Smith	Rex Johnson Company Manager
Alfred Shirley	Assistant Division Engineer, OSHD
Scott Coulter	Assistant Division Engineer, OSHD
Robert Pool	Bridge Resident Engineer, OSHD
Norman Oliva	Inspector, OSHD
Al Rear	Assistant Bridge Engineer, OSHD
John Walker	Assistant Construction Engineer, OSHD

The meeting was held at the Moore Hotel. The purpose of the meeting was to discuss and determine, if possible, what corrective means would be in order to bring the existing A. C. pavement to an acceptable condition.

There was considerable argument by the subcontractor, Rex Johnson, and Oregon State Highway Department personnel, Pool and Oliva, regarding production rates, equipment and operating personnel, which were contributing factors to the rough pavement.

The State personnel contended that low production rates, equipment down time and inexperienced personnel were mainly responsible for the non-specification pavement. Subcontractor Rex Johnson contended that he did everything possible to comply with all requests and directives and that the State Inspectors in all practical respects ran the work and directed the operation. He also stated that at no time was he informed that the pavement was not meeting requirements until the project was finished. This statement was contested by the State personnel in charge.

Bfmp 2-26

The meeting up to this point consisted mainly of charges and countercharges with very little accomplishment being obtained.

It was the State's contention that the pavement in its present shape was not within substantial conformance to the specifications, therefore could not be accepted as such until corrections were made.

Rex Johnson agreed that the pavement was rough and needed corrective action, but did not consider that he was fully responsible. Mr. Johnson asked what condition the pavement had to be in before acceptance could be made. He was told that the existing roughness would have to be removed and the final appearance such that it would look like a new product.

It was finally agreed that patching would be a minimum to take care of the roughness and probably there were a few areas where burning and planing would be necessary. As far as the appearance was concerned, a seal over the entire section would be minimum.

After further discussion, it was agreed that the State would allow the cost of the material used for the patching work at bid prices. The seal costs would be the sole responsibility of the contractor. The contractor asked if it might be possible for the State forces to do the patching work. He was informed this could probably be arranged and we would have our people make an estimate of cost so he could compare them and any differences with his own estimates. He could then determine if he would rather have State forces do the work.

Attached find additional correspondence relating to this matter. Also attached are pictures showing the present condition of the pavement as of this date.

John H. Walker
Assistant Construction Engineer

JHW:fw
Enc.
cc: F. B. Klaboe
I. D. Merchant
A. F. Parson
Robert Pool

RECEIVED
FEB 14 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 18 1968

123-1117
6963

January 17, 1968

Highway
1-23-68
3C-2

Oregon State Highway Commission

Gentlemen:

An overrun in the project authorization for the Snake River (Ontario Spur) Bridge Section of the Olds Ferry Ontario Highway in Malheur County is inevitable. This is a State project under contract to Stach Construction Company, Inc., and M. H. Holst Construction Company (Contract No. 6963). The original authorization was $962,948.25. It now appears that the final cost will be $1,025,000 or an overrun of 6.32 percent.

The principal reason for this overrun is the additional asphaltic concrete required by roadway grade changes, roadway illumination, foundation changes for the bridge, changes in the irrigation system and additional engineering required due to low contract production on the paving and surfacing items.

This matter will be on the agenda for the January 23 meeting and we recommend your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
I. D. Merchant
L. H. Young
C. H. Maison
A. F. Parson

RWE:jf jes

123-1117

FORM E-1 (REV 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Snake River (Ontario Spur) Bridge		WEEK ENDING: January 6, 1968
		SECTION PREFIX: 123-1117
HIGHWAY: Olds Ferry - Ontario		COUNTY: Malheur
NAME OF JOB: Snake River Bridge	KIND OF WORK: Grading, Paving and Structure	
CONTRACTOR: Stach Constr. Co., Inc. & M.R. Holst	CONTRACT NUMBER: 6963	FEDERAL AID PROJECT NUMBER: Ida: F-3111(14); Ore: State
DATE OF CONTRACT: December 27, 1966	DATE WORK STARTED: January 24, 1967	ESTIMATED COMPLETION DATE: Feb. 16, 1968
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 12 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 375	CALENDAR DAYS USED: 362
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 96.5
PROJECT AUTHORIZATION: $962,948.25	ENGINEERING AUTHORIZATION: $68,476.32	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 88
EXCLUSIVE OF ENGINEERING: $894,471.93	ENGINEERING COST TO DATE: $79,619.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 94
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $935,423.29		DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 4.6%	PERCENT OF AUTHORIZATION: 116%	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.73	0.73		0.73	0.73
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.73	0.73		0.73	0.73
TOTAL ESTIMATED QUANTITIES (CONTRACT)	14,430 yd.	39,230 ton		3,280 ton	6,800 ton
TOTAL QUANTITIES CORRECTED TO DATE	19,297	36,500		1.741	9.876
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	19,297	36,500		1.741	9.876
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	100A								
PERCENT	87	Cal.							

	WEATHER	WORKDAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
December SUNDAY 31	Cloudy & Cold	1		Routing
January MONDAY 1	Clear & Cold	1		
TUESDAY 2	Snow Flurries	1		
WEDNESDAY 3	Cloudy & Cold	1		
THURSDAY 4	Cloudy & Cold	1		
FRIDAY 5	Cloudy & Cold	1		
SATURDAY		1		

Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan

Trout
Scott
Wills
Litchfield
Olson
BEN GIFFORD

RECEIVED
JAN 8 1968
CONSTRUCTION DIVISION

RECEIVED
JAN 3
A.M. 1 2 3 4 5 6 7 8 9 10 11 12 1 2 3 4 5 6 P.M.

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 31	No activity.
MONDAY 1	No activity.
TUESDAY 2	Pier 7: Pulled remaining sheet piles. Span 3: Stripped parapet forms.
WEDNESDAY 3	Span 3: Surface finished right parapet. Span 4: Formed left parapet. Pier 7: Worked on grout pads.
THURSDAY 4	Span 3: Erected metal handrail. Span 4: Formed left parapet. Span 6: Prepared for setting beams.
FRIDAY 5	Span 4: Formed left parapet. Span 6: Set prestressed beams.
SATURDAY 6	Span 7: Plan to set prestressed beams.

REMARKS

STATUS OF WORK

Spans A1, 1, 2, 3, 4, & 8: Deck poured.
Span 5: Deck ready to pour.
Spans 6&7: Prestressed beams set.

NEXT WEEK

Form deck on spans 6 & 7.
Pour left parapet on span 8.

SIGNED Robert C Pool LOCATION Ontario

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

RECEIVED
DEC 28 1967

123-1117
6963

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 26, 1967

SUBJECT: Snake River (Ontario Spur) Bridge
Contract No. 6963
Class "B" A.C. not acceptable

To:
Mr. I. D. Merchant
Bridge Engineer
BUILDING

L

. This is to inform you that the Class "B" A . C. pavement on this project is not considered to be acceptable.

Twenty-seven of twenty-nine Daily Plant Reports indicate the A.C. mixture does not conform to specification requirements for gradation, asphalt content, or both. Neither do the three check samples submitted to the Salem Laboratory for testing.

The workmanship and smoothness of the finished mat was disc ussed by A. F. Parson and John H. Walker and will not be accepted until the contractor makes the necessary corrections.

Inasmuch as this is primarily a bridge, we believed this matter should be called to your attention.

F. D. Morgan
Construction Engineer

By M. D. Glenn

M. D. Glenn
Field Testing Engineer

NOTED
F. B. KLABOE

MDG:fw
cc: F. B. Klaboe
L. H. Young
O. A. White
A. F. Parson
R. C. Pool

Form E-372 (Rev. 10-66)

123-1117
6463

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project Snake River (Ontario Bar) Bridge section — Date December 12, 1967

Highway Olds Ferry - Ontario — Contract No. 6963

County Malheur — Kind of Work Grading, Paving, Struct. — Contractor Stash Constr.Co., Inc. & M.R. Holst Constr.

	Authorized	Estimated	
Contract Amount	939,654.00	959,521.97	
Anticipated Items	16,300.00	12,026.96	
Contingency (4½%)	38,517.93	67,130.74	unanticipated ENG. ENG & PA
Engineering	68,476.32	87,500.00	
Credits		-1,914.00	
PROJECT COST	962,948.25	[illegible]	1,025,000.00
NET INCREASE $	[illegible]		62,051.75

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U).
(List all unanticipated items)

			Expected Amount		Net Change
Oregon State Project					
(C)	Item 3	General Excavation	88,200.20	+	$3,700.20
(C)	6A	Watering	4,800.00	+	3,300.00
(C)	7	Subbase	27,456.00	-	4,464.00
(C)	9	Stone Base	24,576.86	+	3,300.86
(C)	11	MC-250 Asphalt	545.80	-	1,534.20
(C)	13	Bituminous Base Mixture	11,140.99	-	8,659.01
(C)	14	Asphalt in Base	3,513.60	-	1,526.40
(C)	15	Class "C" AC	83,229.72	+	26,109.72
(C)	16	Asphalt in "C" AC	21,272.40	+	7,592.40
(C)	19	12" Reinf. Conc. Storm Sewer Pipe	6,750.00	+	1,150.00
(A)	SPC 2	Salvage Sprinklers and Shrubs	1,524.24	+	1,024.24
(C)	3	Move Propane Tank & Gas Line	100.00	+	100.00
(U)	5	Rainfall Sprinklers	1,846.25	+	1,846.25

APPROVED BY STATE HIGHWAY COMMISSION
DATE 1-23-68

Principal reasons for overruns (Continue on reverse side): See Attached Sheets

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by Robert [illegible] Resident Engineer

Noted by _____ Construction or Bridge Engineer

Confirmed by Alfred Wheeler Division Engineer

Noted by [illegible] Deputy or State Highway Engineer

SP*2760-734

				Expected Amount		Net Change
Oregon: State Project						
(U)	SFC	11	Painted Traffic Markers	991.34	+	991.34
(U)	PA	6	Illumination at Idaho Ave. Interchange	15,628.50	+	15,628.50
(U)	PA	10	Curb for Approaches	250.00	+	250.00
(U)		11	Guard Rail Revision	439.72	+	439.72
(U)		13	Rehandling Costs for Bit. Base Agg.	220.00	+	220.00
					+	51,539.62
Oregon & Idaho Project (Structure)						
(C)	Item	36	Structural Excavation	$16,320.00	-	$1,680.00
(C)		37	Structural Exc. Below Elev. Shown	0	-	3,600.00
(C)		41	Drive Timber Piles	8,350.00	-	1,250.00
(A)	SFC	1	Adjust Utilities	4,415.22	-	6,084.78
(U)		6	State Furnished Steel Foundation Piles	12,767.50	+	12,767.50
(U)		7	Move Timber Piles to State Yard	219.72	+	219.72
(U)		9	Load Steel Foundation Piles	79.93	+	79.93
(U)	E&O	2	Haul Steel Foundation Piles	1,170.00	+	1,170.00
(U)	PA	1	Additional Driving of Timber Foundation Piles	497.64	+	497.64
(U)		2	Test Pile at Pier 5	175.00	+	175.00
(U)		3	Foundation Changes Piers 4 thru 7	16,705.00	+	16,705.00
(U)		4	Foundation Changes Piers 4 thru 7	7,381.39	+	7,381.39
(U)		5	Foundation Changes Bent 2	1,320.67	+	1,320.67
(U)		7	Cut Pier 5 Footing Reinforcement	98.32	+	98.32
(U)		8	Special Rock Backfill at Pier 4	1,125.48	+	1,125.48
(U)		9	Parapet Rail Revision	- 4,410.72	-	4,410.72
					+	22,515.15
Idaho: State Project						
(U)	E&O	3	Flagging for Approach Excavation (PA #12)	325.00	+	325.00
(U)	PA	12	Idaho Approach Transition	8,200.00	+	8,200.00
					+	8,525.00

Principal reasons for overruns:

Item: Oregon: State Project

3 Excavation - The excavation overran by 3,700 cu. yd. because of differences in the location and construction cross sections. Generally the construction cross sections show the cuts 0.3 to 0.5 ft. deeper and 1 ft. to 2 ft. wider than the location cross sections. At the curb section the excavation is 0.2 ft deeper and 1.5 ft. wider than shown on the location sections.

6A Watering - The watering overran by 1660 M-Gal. because of a very low original estimate, hot weather, and the contractor's operation progressing slower than normal.

7 Subbase - The construction cross sections agree with the amount placed. Based on the "Net" contract quantities, the amount of underrun is only 5%.

9 Stone Base - This item overran because 1,000 tons was placed in the median area (Sta 19+00 to 46+50) instead of 3/4-0 base, and 1,200 tons was used for patching on "I" line because of a grade change.

11 MC-250 Asphalt - This item underran because the shoulders were not primed.

13 Bituminous Base Mixture - This item underran because about 1,200 tons of class "B" AC was used in lieu of Bit. Base for feathering on the existing pavement.

14 Asphalt in PMBB - See #13.

15 Class "B" AC Mixture - Because of grade changes, the amount of patching and feathering over existing pavement was increased to about 2,400 tons; 1,200 tons of this was substituted for Bit. Base. Approx. 700 tons was used to extend the tapers on the interchange ramps.

16 Asphalt Cement in Mixture - See explanation on Item #15.

19 12" Reinf. Conc. Storm Sewer Pipe - A location change was made on the storm sewer. Instead of crossing the existing road at Sta. 43, the pipe was extended parallel to the road to Sta 47+50. This resulted in an additional 130 ft. of pipe.

Principal reasons for overruns:

Item	
	Oregon: State Project
SFO #2	Salvage Sprinklers & Shrubs - This item overran $1,024.24 because of unanticipated difficulties incurred and a low original estimate. The complex hydraulic control system and the fact that the pipes and control lines were not at plan locations were major sources of trouble.
SFO #3	Move Propane Tank & Gas Line - (OSHD Maintenance Dept.) This item was not anticipated on the project authorization.
SFO #11	Painted Traffic Markers - This item not anticipated on project authorization, but is necessary to comply with Department policy.
PA #6	Illumination at Idaho Avenue Interchange - This item was not anticipated on project authorization. Existing illumination poles had to be removed in order to accomplish grading and paving. A redesign of the interchange lighting was necessary.
PA #10	Curbs for Approaches - Two approaches were not noted on the plans and curb was constructed through these areas. These two sections of curb had to be removed and replaced with approach curb sections.
PA #11	Guard Rail Revision - Backup plates and Special Steel Posts were necessary in order to conform to the Departments new guard rail standards.
PA #13	Rehandling Costs for Bituminous Base Aggregate - This item was necessary to reimburse the contractor for rehandling costs for placing 1,000 tons of Bituminous Base Aggregate in the median area.
	Oregon & Idaho Project (Structure)
36	Structural Excavation - This item underran 280 cu. yd. because the ground elevation shown on the plans was higher than the actual ground elevation on several footings. Also there was no excavation at Bt. 1, and this might have been estimated incorrectly.

Principal reasons for overruns:

Item	Oregon & Idaho Project (Structure)
37	Structural Excavation Below Elev. Shown - This item underran 300 cu. yd. None was required.
41	Drive Timber Piles - This item underran $3,250.00 because of foundation changes at Pier 4 and Bt. 2. The pile type was changed from timber to steel.
SFO #1	Adjust Utilities. This item underran by $6,084.78 because of a high estimate on the project authorization.
SFO #6	State Furnished Steel Foundation Piles - This was necessary because of the change from timber to steel piles at pier 4 and bt. 2, and the change from spread footings to steel piles at piers 5, 6 & 7. Also see explanation for PA #3
SFO #7	See reason for SFO #6 above.
SFO #9	Load Steel Foundation Piles - This item was work necessary to transport the steel piles (mentioned in SFO #6 above) to the jobsite.
EWO #2	Haul Steel Foundation Piles - This item was work necessary to transport the steel piles (mentioned in SFO #6 above) to the jobsite.
PA #1	Additional Driving of Timber Foundation Piles. This work was necessary to attain a minimum 10 ft. penetration on the piles at piers 1 thru 3. The specifications do not call for a minimum penetration. Piles came up to the required bearing with less than 10 ft. penetration prior to the additional driving.
PA #2	Test Pile at Pier 5 - Driving of a test pile was necessary to determine whether or not foundation piles could be driven.
PA #3	Foundation Changes, Pier 4 thru 7 - Footing type was changed from a spread footing to steel piling because of unstable foundation material encountered.
PA #4	Foundation Changes, Pier 4 thru 7 - This item is for additional concrete and reinforcing steel necessary to make the foundation changes.

Principal reasons for overruns:

Item

Oregon & Idaho Project (Structure)

PA #5 Foundation Changes , Bt. 2 - This PA changed the pile type from treated timber to steel. This change was necessary in order to attain a minimum penetration of 10 ft.

PA #7 Cut Pier 5 Footing Reinforcement - This item was necessary in order to place the reinforcing steel the contractor had on hand in the reduced size footing. Footing dimensions were changed by PA #4.

PA #8 Special Rock Backfill at Pier 4 - This item was necessary in order to provide adequate scour protection at Pier 4. The project authorization did not allow for Special Rock Backfill at Pier 4.

PA #9 Parapet Rail Revision - This change was necessary in order to incorporate the Department's new standard parapet rail design.

Idaho: State Project.

EWO #3 Flagging for the State of Idaho - This item necessary to provide for traffic control during work on the Idaho Approach Transition, PA #12.

PA #12 Idaho Approach Transition - Excavation of approx. 10,000 cu. yd. of material was necessary in order to get the traffic off the new structure on the Idaho side.

RECEIVED
OCT 19 1967
FOR FILING

123-1117
6963

October 19, 1967

Stech Construction Company, Inc.
P. O. Box 730
Grants Pass, Oregon

Attention: Barbara A. Stech, Secretary

Gentlemen:

In your letter of October 16, you comment on the late receipt of warrants in payment for Estimate No. 5 and Estimate No. 6 on Contract No. 6963 for construction of the Snake River Project. You enclosed with your letter a copy of a letter sent to you by the Secretary of State.

In order to get the full picture, we checked with our offices who handle these estimates.

In Division No. 5, the engineer's estimates for the preceding month's work are supposed to be in the mail by the tenth of the month. On Estimate No. 6, we are informed that it was delayed because of the contractor's failure to submit his Public Works Contractors Wage Certification Form.

The routing of the estimates is from the resident engineer to the division office and then to the Salem Office to the Secretary of State's Office who mails the warrant back to the Salem Office for mailing to the

contractor. The tabulation shown below shows the various dates at which each office had these estimates:

	Estimate No. 5	Estimate No. 6
Received by Office Engineer, Salem	8-10-67	9-15-67
To Accounting Division, Salem	8-14-67	9-19-67
Received by Secretary of State's Office	8-15-67	9-20-67
Check to Highway Department	8-21-67	9-29-67
Check to Contractor	8-21-67	9-29-67

We see nothing unusual in the time elapsed for the various functions performed. You realize, of course, that temporary bottlenecks occasionally arise because of personnel problems or equipment failure.

On Estimate No. 5, the elapse of 11 days from August 10 to August 21 could not be considered an undue delay. On Estimate No. 6, the elapse of 14 days, although a little longer, is not an unusual delay.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:wln

cc L. H. Young
C. H. Maison
Hon. Clay Myers

FORM B-50 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 18, 1967

SUBJECT: Contract No. 6963
Snake River Bridge
Stach Construction Co.
& M. R. Holst

To:
Mr. Floyd Query
Secretary

B U I L D I N G

As per your telephonic request 10-18-67, the chronological processing of Estimates #5 and #6 on the above-captioned contract was as follows:

Estimate No.	Rec'd. in Off. Engr.	Voucher to Acctg.	Paym't. to Contractor
5	8-10-67	8-14-67	8-21-67
6	9-15-67	9-19-67	9-29-67

Division 5 estimates are scheduled for mailing by the resident engineer on the 10th of each month. The routing is via the Division Office (La Grande) to Office Engineering. It is obvious Estimate #5 was mailed in advance of the closing date. Estimate #6 was delayed by the contractor's failure to submit his Public Works Contractors Wage Certification Form 124-RE-1 (see attachment).

The elapsed time between 8-14 to 8-21 on Estimate #5 and 9-19 to 9-29 on Estimate #6 was for processing the payment voucher through the Secretary of State's Office (warrant) and the Accounting Department's Bookkeeping Section.

L. H. Young
Office Engineer

Attachment

VG:slh

cc: C. H. Maison

Stach Constr. Co., Inc. & M.R. Holst Constr.
P. O. Box 730
Grants Pass, Oregon

Subject: Estimate No. 6
Section Snake River (Ontario Spur) Br.
Highway Ohio Ferry - Ontario
Contract 6263
Prefix 123-1117
Bridge No. 10004
Date Sept. 7, 1967

Gentlemen:

This is to inform you that the estimate on the above project is not being submitted at this time because of the following reason or reasons:

Less than $500 Work Performed Since Last Estimate. [ ]

Failure to submit Public Works Contractors Wage Certification Forms. Tri-State Electric Boise, Idaho [XX]

NOTED

Failure to Provide Certified Payrolls. [ ]

Failure to Provide P.R. 808. [ ]

Other reasons: [ ]

Routing

Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan

Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
SEP 14 1967
CONSTRUCTION DIVISION

Robert E. Pool
Resident Engineer

cc: Division Engineer
Construction Engineer
Tri-State Electric

RECEIVED
SEP 11 1967
OFFICE ENGINEERING

STACH
CONSTRUCTION COMPANY, INC.

PHONE (503) 476-5031

P. O. BOX 730
GRANTS PASS, OREGON

October 16, 1967

Floyd Query, Secretary
Oregon State Highway Department
Salem, Oregon

Dear Mr. Query,

Enclosed is a letter from the Secretary of the State answering our letter concerning the late receivable of Estimate No. 5, and No. 6, on the Snake River (Ontario Spur) Bridge, Malheur County, Oregon, O.S.H.D. Contract No.6963. We had called the O.S.H.D. both months concerning the delay, and they said the delay had been in the Secretary of State office, but according to the Secretary of State accounting of both estimates they had not held up the vouchers, as had been reported to us. Would you please check the accounting office of your department for further information and correction of the problem in the future.

Very truly yours,

STACH CONSTRUCTION CO., INC

Barbara A. Stach

Barbara A. Stach, Secretary

RECEIVED
OCT 17 1967
OREGON
STATE HIGHWAY COMMISSION

CLAY MYERS
SECRETARY OF STATE

GEORGE H. BELL
HAROLD F. PHILLIPPE
ASSISTANTS

STATE OF OREGON
DEPARTMENT OF STATE

SALEM 97310

October 10, 1967

Mrs. Barbara A. Stach, Secretary
Stach Construction Co., Inc.
P. O. Box 730
Grants Pass, Oregon 97526

Dear Mrs. Stach:

Thank you for your letter in which you describe some problems you've encountered with your payment voucher for work done on the Snake River Bridge in Malheur County.

I have checked the matter out with our Accounting Division, and they have supplied me with the following information:

> "Estimate No. 5 was dated 8-14-67 by the Highway Department; received in claims auditing on 8-15-67; received by the Accounting Division 8-18-67; the warrant was returned to the Highway Department 8-21-67.
>
> "Estimate payment No. 6 was dated 9-18-67 by the Highway Department; received in Audits 9-20-67; received by the Accounting Division 9-27-67; warrant was returned to the Highway Department 9-29-67."

I have been advised that, when one considers the thousands of claims that must be processed, the delay you speak

of is not excessive. The normal processing cycle takes from five to seven working days, though during vacation and peakload periods, the cycle sometimes extends to 10 days.

We deeply regret the inconvenience this may cause you, but can only ask for your understanding and patience.

Again, I appreciate hearing from you in this matter. Please do not hesitate to let us know if this office can be of service to you in the future.

Sincerely,

Clay Myers
Secretary of State

CM:Br

RECEIVED
OCT 17 1967
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 19 1967

123-1117
6963

Salem, Oregon
October 18, 1967

Contract No. 6963
Snake River Bridge
Stash Construction Co.
& H. E. Holst

Mr. Flagg Cherry
Secretary

BUILDING

As per your telephonic request 10-18-67, the chronological processing of Estimates #5 and #6 on the above-captioned contract was as follows:

Estimate No.	Rec'd. in Off. Engr.	Voucher to Accts.	Paym't. to Contractor
5	8-10-67	8-14-67	8-21-67
6	9-15-67	9-19-67	9-29-67

Division 5 estimates are scheduled for mailing by the resident engineer on the 10th of each month. The routing is via the Division Office (La Grande) to Office Engineering. It is obvious Estimate #5 was mailed in advance of the closing date. Estimate #6 was delayed by the contractor's failure to submit his Public Works Contractors Wage Certification Form 124-31-1 (see attachment).

The elapsed time between 8-14 to 8-21 on Estimate #5 and 9-19 to 9-29 on Estimate #6 was for processing the payment voucher through the Secretary of State's Office (warrant) and the Accounting Department's Bookkeeping Section.

L. H. Young
Office Engineer

Attachment

VG:alh

cc: C. H. Nelson

STATE OF IDAHO

IDAHO BOARD OF
HIGHWAY DIRECTORS

R. DOYLE SYMMS - CHAIRMAN
HOWARD B. THOMASON - VICE CHAIRMAN
C. ED FLANDRO - MEMBER

WAYNE SUMMERS - SECRETARY

DEPARTMENT OF HIGHWAYS

E. L. MATHES
STATE HIGHWAY ENGINEER

P O BOX 7129
BOISE, IDAHO 83707

June 5, 1967

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97310

Dear Forrest:

Please forgive the delay in answering your letter concerning Idaho's connection to the new Snake River Bridge at Ontario. I have been away from my office for the last two weeks.

Mr. Pool's report was quite accurate. We presently face four condemnation actions on the project from the junction with U.S. 95 west to the bridge. We will continue to negotiate and, at the same time, press for early hearing dates for the condemnations.

Several condemnation actions are also imminent on the connecting project south of Payette. We have advertised the Payette River Bridge portion of the work for bids to open on June 27.

At present, it appears that right-of-way acquisition will delay the balance of these projects at least until fall court terms.

We are, of course, most anxious to contract the Idaho work and place the new Snake River Bridge in service.

A temporary connection may have to be considered if right-of-way acquisition is extensively delayed.

NOTED
FORREST COOPER

FORREST COOPER

STATE OF IDAHO · DEPARTMENT OF HIGHWAYS

I will watch our progress very closely and keep you posted on the schedule outlook. I am not aware of your scheduled completion for the Snake River Bridge but, from the appearance of the job, it seems that a fall or early winter completion could be expected.

Best regards.

Yours truly,

E. L. MATHES, P.E.
State Highway Engineer

RECEIVED
JUN 6 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 19 1967
FOR FILING

123-1111

Fred W. Hill, Member Helix
6963

May 19, 1967

Mr. Ellis Mathes
State Highway Engineer
Idaho Department of Highways
Post Office Box 7129
Boise, Idaho 83701

Dear Ellis:

Just returned from an inspection trip through Eastern Oregon and noticed that progress seems to be fairly good on the Snake River Bridge at Ontario. I noticed that there was no activity on the Idaho side and inquired of our Resident Engineer, Mr. Robert Peel, as to whether or not he had heard anything about the right bank connection. He told me that he heard Idaho was having trouble and there was some doubt the connection would be available when the bridge was completed.

I have heard wild rumors before and generally find it best to go to the proper source for clarification; hence, this letter. What can you tell me?

Kindest regards,

Forrest Cooper
State Highway Engineer

FC:fn

cc R. L. Porter
Tom Edwards
Victor D. Wolfe
A. F. Parson

RECEIVED
APR 13 1967

FORM [illegible] 1-65 SP 19102-734

FOR FILING

123-1117

6963

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 12, 1967

To: Mr. D. H. Mochring
Right of Way Engineer
B U I L D I N G

SUBJECT: Grant of Access
R/W File 36160-McCarty
Snake River Bridge Section
Olds Ferry-Ontario Highway
Ontario Spur

Attached are information sheets concerning the request for Grant of Access on the subject file.

Also attached are a check for the filing fee, map prints and road approach application.

Reasons for this request are set forth in Mr. Bond's April 10, 1967, letter to Mr. Klaboe.

This grant does not require the approval of the Bureau of Public Roads.

F. D. MORGAN,
Construction Engineer

By

D. E. SWAN,
Staff Assistant

DES:nn
Encs.
cc: F. B. Klaboe
A. F. Parson
J. F. Hagemann

ROUTED
KLABOE

BARTELS

RECEIVED
APR 11 1967

FORM

123-1117

6963

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 10, 1967

SUBJECT: Indenture of Access
R/W File 36160-McCarty
Snake River Bridge Section
Olds Ferry-Ontario Highway
Ontario Spur

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
B U I L D I N G

L

Attached is a grant of access information form pertaining to a request by Earl McCarty for a new access point on the north side of the highway one-half mile east of Ontario. The request has been made to provide access to a proposed trailer sales facility.

There is no public road affording highway land service to this property other than at the existing access. The proposed access does not constitute an added hazard to the traveling public. This is an urban area with a restricted speed zone. The applicant has one access to serve more than 650 feet of frontage. This area has many unrestricted accesses on both sides of the highway. No additional right of way will be required for this access nor will speed change lanes be required. No payment was made for limiting the number of existing accesses.

NOTE
F. B. KLABOE

Right of way on this section was acquired without Federal participation and this is a state project. BPR approval is not required.

Copies of the access information form, map prints, filing fee and road approach application are also attached. A report from Right of Way Agent Carter is also attached indicating no difference in value to this property with or without the additional access. It is recommended that reimbursement for present appraised value of the access be waived.

It is recommended that the grant be approved.

F. D. MORGAN,
Construction Engineer

By John A. Bond

JOHN A. BOND,
Staff Assistant

approved for mailing
files
4-11-67

JAB-DES:nn
Encs.
cc: D. H. Moehring
A. F. Parson
J. F. Hagemann

F. B. Klaboe 4-11-67

RECEIVED
APR 5 - 1967
FOR FILING

123-1117
6963

April 4, 1967

5513

Mr. Gordon B. Patterson
Rogue Valley Steel Company, Inc.
P. O. Box 1128
Grants Pass, Oregon 97526

Dear Mr. Patterson:

Reference is made to your letter of March 23 concerning the Snake River-Ontario (Spur) Bridge on the Olds Ferry-Ontario Highway, Contract 6963.

Our Standard Specifications for Highway Construction (a copy of which you have on hand) covers the procedure necessary for the work you have contracted to supply. The main features of the procedure would be as follows:

1. Supply a minimum of four prints of the shop drawings for our approval (Specification 5-3).

2. Notify the inspector prior to fabrication in order that he may be present during the fabrication of the material. Mr. Ed Rief, District Inspecting Engineer, P. O. Box 02157, Portland, Oregon, 97202, Phone 654-7741, Extension 271, or someone he will assign, will be your inspector.

3. According to your letter, your welders are already certified and therefore fulfill the requirements of Specification 410-322 (821).

We would advise any further questions regarding procedure be directed to our inspector.

Very truly yours,

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant
Robert C. Pool
Ed Rief
Oscar White

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

TCR:mb ja

FABRICATION
STEEL SALES

BOLTS - NUTS
FASTENERS

ROGUE VALLEY STEEL COMPANY, INC.

P. O. Box 1128 -:- 606 S. E. 'I' Street
Telephone 476-6653
Grants Pass, Oregon 97526

5120

MAR 27 67

March 23, 1967

Oregon State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Re: Project # 6963
Snake River Bridge
(Ontario Spur)

Gentlemen:

We have been issued a purchase order by the Stach Construction Company, Box 730, Grants Pass, Oregon, to furnish material for the above mentioned project.

We will furnish materials for Items # 1 and # 7, (catch basin grate and frame, and deck drain, respectively), and additional miscellaneous items.

We will start fabrication on or about May 1, 1967, and would like to be advised of the procedures necessary to comply with your specifications.

Our welders were Certified with the State of Oregon in 1965 and have been in continuous employment since that time.

Your early reply would be appreciated.

Very truly yours,

ROGUE VALLEY STEEL CO., INC.

Gordon B. Patterson

GBP:jw
cc: Stach Const.

BRIDGE DIVISION
AM MAR 28 1967 PM
7,8,9,10,11,12,1,2,3,4,5,6

RECEIVED
MAR 27 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 23 1967
FOR FILING
125-117
6963

February 21, 1967

Shirfred Enterprises
Route 2, Box 195
Ontario, Oregon 97914

Gentlemen:

We have your letter of February 16 expressing concern that the Oregon Highway Department made available State-owned material sources to bidders on the Snake River Bridge project at Ontario.

Special provisions for this work listed four State-owned sources that were available to any bidder on this project. This is a standard procedure and it is felt that if a contractor is relieved of paying royalty or other charges, this will be reflected in his bid price. Inasmuch as this condition is in a new executed contract, there is no way the State can make a change. The contractor's use of any State-owned source is optional and does not preclude him from dealing with a private firm if he chooses to do so.

If there is anything about the above that is not completely clear, please do not hesitate to comment us.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:mm
cc Forrest Cooper
F. B. Klaboe
Tom Edwards
Victor D. Wolfe
A. F. Parsons

SHIRFRED ENTERPRISES
Rt. 2, Box 195
Ontario, Oregon
97914

February 16, 1967

REFERRED TO
Admin
BY

Oregon State Highway Commission
Engineering Department
Salem, Oregon

Gentlemen:

I would appreciate this letter being called to the attention of the appropriate authority for its' analysis and action, if any is warranted.

Relative to the bridge construction across the Snake River on Highway 30 between Ontario, Oregon and Idaho, we are concerned about the tentative action of the Oregon State Highway Commission in giving, free of charge, to a commercial enterprise the use of State Highway owned gravel for the construction of said bridge and approaches.

The bids for the construction of the bridge were supposedly bid using privately owned gravel and if so the cost of the bridge to the State would not alter with the use of State owned free gravel.

We are the owners of a gravel quarry quite near the site of the State owned gravel deposit five miles north of Ontario and, as we were asked by two individual subcontractors for a bid on our material, we know their bids were based on privately owned gravel.

If there is no monetary value to the State, and as it would partially deplete State owned gravel deposits, and to be feasible the access to and from the pit would have to be made onto Highway 80N which is a non-access highway, then we would request your consideration for the use of privately owned gravel in this construction.

Thank you kindly for your attention.

Yours very truly,

SHIRFRED ENTERPRISES

RECEIVED
FEB 20 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 20 1967
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 16 1967
FOR FILING

135-1117

DEPARTMENT OF THE ARMY
WALLA WALLA DISTRICT, CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON 99362

ADDRESS REPLY TO
THE DISTRICT ENGINEER
NOT TO INDIVIDUALS
NPWOP-NF

REFERRED TO
admin
BY SECRETARY

10 February 1967

Oregon Department of Highways

Stach Construction Company, Inc.
P. O. Box 730
Grants Pass, Oregon 97526

Gentlemen:

The Corps of Engineers will interpose no objections to the partial closure of the Snake River at Ontario, Oregon. The partial closure is to be divided into two segments as shown on the drawing you submitted.

The closure of the west half of the river is to begin on 15 February 1967 and end 15 May 1967. The closure of the east half is to begin as soon as the work bridge can be moved from the west half of the river to the east half. This closure of the east half is to last until 10 July 1967.

This approval is granted provided, that prior thereto the owner and operator of the bridge will notify navigation interests by an advertisement in the Boise, Ontario, and Weiser news media or otherwise as the District Engineer may approve and on the understanding that the waiver of objection does not affect the liability of the applicant for any damages that may arise by reason of the closure.

BY AUTHORITY OF THE SECRETARY OF THE ARMY:

FRANK D. McELWEE
Colonel, Corps of Engineers
District Engineer

Copies furnished:
Idaho Department of Highways, Boise
Oregon Department of Highways, Salem

R. L. NOBLE
NOTED
TOM EDWARDS

RECEIVED
FEB 14 1967
OFFICE
STATE HIGHWAY ENGINEER

RECEIVED
FEB 14 1967
OREGON
STATE HIGHWAY COMMISSION

CONSTRUCTION COMPANY, INC.

PHONE (503) 476-5031

P. O. BOX 730
GRANTS PASS, OREGON 97526

February 6, 1967

District Engineer
U.S. Army Corp of Engineers
City - County - Airport
Walla Walla, Washington

Dear Sir:

We are the contractor for the construction of the Snake River (Ontario Spur) Bridge, Olds Ferry - Ontario Highway, Malheur County, Oregon, and would like to hereby request permission for temporary restriction of the Snake River, at the Ontario crossing of Snake River of Highway 30, upstream about 100 feet from the old bridge in accordance with plans as per enclosed.

Very Truly Yours,

STACH CONSTRUCTION CO., INC.

Henry G. STach, President

HGS:bcs

RECEIVED
JAN 17 1967
COMMISSIONERS

GLENN E. JACKSON, CHAIRMAN
Grants Pass

KENNETH H. FRIDLEY, MEMBER
Baker

DAVID B. SIMPSON, MEMBER
Portland

FLOYD QUERY, SECRETARY
Salem

123-1117

1967

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
State Highway Engineer

R. L. PORTER
Deputy State Hwy. Engr.

G. E. ROHDE
Chief Counsel

January 17, 1967

Mr. M. R. Holst &
Stach Construction Co., Inc.
P.O. Box 730
Grants Pass, Oregon 97526

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 6963 for grading, paving, and structure on the Snake River (Ontario Spur) Bridge Section of the Olds Ferry-Ontario Highway in Malheur County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Encl.

cc St. Paul Fire & Marine Ins. Co.
Portland Branch Office
1900 N.E. Irving St.
Portland, Oregon 97232

Oakridge Ins. Agency, Inc.
P.O. Box 406
Oakridge, Oregon 97463

RECEIVED
MAR 1 - 1967
FOR FILING
123-1117
6963

Bid Dec 15

December 28, 1966

Stach Constr. Co., Inc.,
& M. R. Holst
235 West Scenic Drive
P.O. Box 730
Grants Pass, Oregon

Gentlemen:

The State Highway Commission on December 19, 1966 accepted your proposal for grading, paving, and structure on the Snake River (Ontario Spur) Bridge Section of the Olds Ferry-Ontario Highway in Malheur County for the sum of $839,654 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of the Bureau of Public Roads and the State of Idaho is received.

Those conditions were fulfilled and the State Highway Engineer on December 27, 1966, awarded you the project, which has been assigned Contract No. 6963. Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin January 10, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wlm
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.
A. F. Parson
Robert Pool
C. D. Matthis (SIAC)
Frank Morgan
L. H. Young
I. D. Merchant

RECEIVED
JAN 5 - 1967
FOR FILING
123-111'1
6963

REFERRED TO
Adams
BY SECRETARY

December 28, 1966

Harbor

1-4-67
REFERRED TO
Young
BY ASST. STATE HWY. ENGR.

Stach Construction Co., Inc.
P. O. Box 730
Grants Pass, Oregon

Re: Successful Bidder on Snake River Bridge Contract at Ontario, Oregon per Agreement between Idaho and Oregon (Oregon Contracting Agent) Idaho Project F-3111(14) Snake River Bridge (Ontario Spur)

Attention: Mr. John Ingalls

Gentlemen:

In response to your request for information concerning the procedures to follow for performing work in Idaho on the above named project at Ontario, we have forwarded your letter to the following agencies.

Department of Law Enforcement, Boise, Idaho
State Tax Collector, Boise, Idaho
Payette County Assessor, Payette, Idaho
Department of Labor, Boise, Idaho

We are not able to provide concise answers to your request as we do not know what your operational plans will be. Requirements will vary depending on what extent of your operation is actually in our State. As an example - whether or not you domicile equipment in Idaho and how much and how long will determine such questions as vehicle licenses and tax assessments, etc.

When your operational plans and arrangements are definite, contact should be made directly to the agencies involved. Also, I am sure you will be hearing from those agencies directly.

Very truly yours,

GEORGE J. NEUMAYER
Administrative Director

mh

bcc: ASHE (Operations)
Construction Engr.
State of Oregon Hwy. Dept.

RECEIVED
JAN 3 1967
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

RECEIVED
JAN 3 - 1967
OREGON
STATE HIGHWAY COMMISSION

STACH CONSTRUCTION CO., INC.
P.O. Box 730
Grants Pass, Oregon

December 16, 1966

RECEIVED
DEC 19 1966
DEPT. OF HIGHWAYS

Idaho State Highway Commission
Boise, Idaho

Gentlemen:

We were low bidder on the Oregon State Highway,Snake River (Ontario Spur) Briadge. We would like to know all particulars of what is expected of us so that we may be in conformance with all of the laws of the State of Idaho. Please forward all necessary forms, instructions and applications so that we may proceed to register wherever and with whatever state agency we must in order to be in conformance with the laws of the State of Idaho.

Verry truly yours,

John Stachr

Stach Construction Co., Inc.

IDA. HWY. DEPT.	ACT.	INT.
STATE HWY. ENGR.		
SEC. TO BOARD		
A.S.H.E.(E.)		
P.& T ENGR.		
SEC. ROS. ENGR.		
URBAN ENGR.		
S & P ENGR.		✓
RESEARCH ENGR.		
A.S.H.E.(O.)	✓	
ADMIN. DIR.		✓
CONST. ENGR.		
MTCE. ENGR.		
LEGAL COUNCEL		
CHF. R/W AGENT		
DIST. NO.		

Cont. 6963

RECEIVED
DEC 23 1966
IDAHO BOARD OF
HIGHWAY DIRECTORS

R. DOYLE SYMMS - CHAIRMAN
ERNEST F. GAFFNEY - VICE CHAIRMAN
C. ED FLANDRO - MEMBER

WAYNE SUMMERS - SECRETARY

123-1111
6762

STATE OF IDAHO

DEPARTMENT OF HIGHWAYS

E. L. MATHES
STATE HIGHWAY ENGINEER

P. O. BOX 7129
BOISE, IDAHO 83707

20 December 1966

-6963

RECEIVED DEC 27 66
Klaire
BY DISTRICT STATE HIGHWAY ENGR.

Idaho Project No. F-3111(14)
Snake River Bridge (Ontario Spur)
Payette County

Forest Cooper, State Highway Engineer
State of Oregon
State Highway Department
Salem, Oregon 97310

Dear Mr. Cooper:

Reference to your letter of 16 December, we concur in the award of the project for construction of the Ontario Spur Bridge across the Snake River between the States to Stach Construction Company, Inc. and M. R. Holst Construction of Grants Pass, Oregon, on the basis of their bid of $839,654.00 providing that the contractor is considered competent and properly qualified.

Enclosed is a copy of concurrence by the Idaho Division Engineer of the Bureau of Public Roads for the award of the project.

We wish to thank you for your cooperation in the construction of this project between the states.

Very truly yours,

E. L. MATHES, P.E.
State Highway Engineer

NOTED
F. B. KLABOE

cc: R. H. Chase
12/27/66

Encl.-as above

12-27-66
REFERRED TO
Young Wilcox.
By Asst. State Hwy. Engr.

RECEIVED
DEC 27 1966
OFFICE ENGINEERING
DIVISION

RECEIVED
DEC 23 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Copy for Oregon

20 December 1966

Mr. Omar L. Homme, P.E.
Division Engineer
Bureau of Public Roads
Boise, Idaho

Ida. Fed. Aid Proj. No. F-3111(14) - Snake River Bridge (Ontario Spur)
Payette County Idaho
Award of Contract

Dear Sir:

It is the decision of the State of Oregon Highway Commission and concurred in by this office to award the contract on the above named project to Stach Construction Co., Inc. and M. R. Holst Construction of Grants Pass, Oregon, on the basis of their low bid received on 15 December 1966 in the amount of $839,654.00.

May we have your concurrence in this award.

Very truly yours,

E. L. MATHES, P.E.
State Highway Engineer

W. H. Marcellus

W. H. MARCELLUS, P.E.
Plans and Contracts Engineer

APPROVED:

Omar L. Homme
Idaho Division Engineer
Bureau of Public Roads

DEC 20 1966
(date)

RECEIVED
DEC 2 - 1966

FORM E-30X—30M—10-62

FOR FILING
123-1117
6763

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 30, 1966

To: Mr. G. E. Rohde
Chief Counsel

O f f i c e

SUBJECT: Snake River (Ontario Spur) Bridge

Pursuant to our discussions on November 27, I advised Mr. Porter that we had no further objection to the Commission calling for bids and setting forth in the bid proposal the minimum wage rates to apply in Oregon, as well as the minimum wage rates to apply in Idaho. It was agreed with Mr. Porter that the proposal should establish the state's boundary for the purpose of this contract, inasmuch as the actual state line is a matter of conjecture.

I informed Mr. Porter that our reasoning on the above was based primarily on the fact that the legislature, through special legislation, had given us authority to enter into agreements to build interstate bridges across the Snake River with the State of Idaho. After this statute was enacted the general statute on minimum wages was enacted, covering all governmental bodies of the State of Oregon.

Since setting forth the double wage standards did not violate the Oregon law on minimum wages, nor the Idaho law on minimum wages, it would appear that our action conformed to the specific legislative authorization for agreements to construct such interstate bridges, as well as the Oregon and Idaho minimum wage laws.

Mr. Porter advised that the contracting bidders were well aware that they might have difficulty with some employees on this double standard, but were willing to take the risk in order to get the job.

NOTED
R. L. PORTER

FCMcK:ks
cc: R. L. Porter

FRANK C. McKINNEY
Assistant Counsel

RECEIVED
DEC 2 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 5 - 1966

11/22/66

Snake River at Ontario #1000A

123-1111
6/63 Total

Structure
887' in Length — $625,890.60

Est "A" State Line at ℄ Pier 4 - Sta 51+76.42

Length in Oregon	405.5'	$265584.82
" " Idaho	481.5'	$360305.78
	887.0'	625,890.60

Est "B" State Line beyond Pier 5 - Sta 52+95

Length in Oregon	524.08'	$347,155.21
" " Idaho	362.92'	$278,735.39
	887.00	$625,890.60

Pier 4 $35613.00 50% Ore. 50% Ida.
Costs included in Est "A" above

Pier 5 $37,628.00 58½% Ore - 41½% Ida.
Costs included in Est "B" above

NOTED
TOM EDWARDS

NOTED
TOM EDWARDS

RECEIVED
NOV 23 1966

123-1112
631-3

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 21, 1966

SUBJECT:

To: Memo to File

On this date I received a telephone call from Robert Caley, 420 Labor Center, Portland, who stated that he represents the Oregon State Council of Carpenters. Mr. Caley said that his labor organization offers no objection to a dual wage rate being specified for the Ontario Bridge project--Idaho rates for Idaho, Oregon rates for Oregon.

R. L. Porter
Deputy State Highway Engineer

RLP:ms
cc Forrest Cooper
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
G. E. Rohde

RECEIVED
NOV 17 1966

FOR FILING
123-117
6463

BP*23057-724

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

November 15, 1966

SUBJECT:

To: Memo to File

On the morning of November 14 we received a telegram from the Idaho Chapter of the AGC in Boise demanding that we include in the Ontario bridge specifications the Idaho wage rates. The Idaho rates are slightly lower than the Oregon rates in all crafts. I checked the matter with George Rohde and Frank McKinney who informed me that under Oregon law this cannot be done.

I then discussed the matter with Messrs. Mathes, Christensen, and McCrea of the Idaho Highway Department who told me that they would be compelled to go along with this request and could not concur in the award of a contract that was not acceptable to the Idaho Chapter. The matter was later discussed with a Mr. Pusy of the AGC Idaho Chapter; he was asked if they would be willing to meet with the Road Committee of the Oregon-Columbia Chapter in an effort to establish a wage rate that would apply to this one project and would be acceptable to both jurisdictions. Mr. Pusy stated they were not interested in any compromise but that he would discuss it with Mr. Molitor, the Idaho Executive Secretary, upon his return to the office on Wednesday.

On November 15, we issued a notice to all plan holders that the opening of bids on this project would be postponed until December 15 and hope that in the interim some solution can be found. Mr. Mathes indicated that he would work on the problem and would advise us either on Friday of this week or on Monday of next if they could come up with a workable solution.

R. L.

R. L. Porter
Deputy State Highway Engineer

RLP:ms
cc Forrest Cooper
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
L. H. Young

NOTED
TOM EDWARDS

RECEIVED
NOV 16 1966
FOR FILING

123-1117
6163

November 15, 1966

Mr. D. Russell Cochnour, Manager
Oregon-Columbia Chapter
Associated General Contractors
1908 N. E. Multnomah Street
Portland, Oregon 97232

Dear Mr. Cochnour:

On this date a notice will be transmitted to all plan holders on the Snake River Bridge Section of the Olds Ferry-Ontario Highway in Malheur County, changing the date of bid opening from November 18 to December 15, 1966. This delay is necessary so that differences concerning minimum wage rates can be resolved with the State of Idaho.

It appears that the going rate of wage for all crafts in Payette County, Idaho is somewhat lower than the prevailing rate in the Ontario, Oregon area. Idaho insists that Idaho minimum rates be specified in the provisions along with Oregon's rates. In our opinion, this will create confusion and we are advised by our Legal Counsel that as long as the Oregon Highway Commission is the contracting body, we have no authority in the awarding of a public contract to specify other than the minimum rates as required by Oregon law.

If you have any questions on this matter or desire further information, anything available will be promptly furnished at your request.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:ms

cc Forrest Cooper
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
Floyd Query
G. E. Rohde
L. H. Young

CLASS OF SERVICE

This is a fast message unless its deferred character is indicated by the proper symbol.

WESTERN UNION TELEGRAM

W. P. MARSHALL
CHAIRMAN OF THE BOARD

R. W. McFALL
PRESIDENT

SYMBOLS

DL = Day Letter
NL = Night Letter
LT = International Letter Telegram

The filing time shown in the date line on domestic telegrams is LOCAL TIME at point of origin. Time of receipt is LOCAL TIME at point of destination

PRA255

NOTED
R. L. PORTER

PR BOA196 NL PD=BOISE IDA 10=

1966 NOV 10 PM 6 15

STATE HIGHWAY ENGINEER, OREGON STATE HIGHWAY DEPT=
SALEM ORG=

PROTEST SPECIFICATION ON SNAKE RIVER (ONTARIO SPUR) BRIDGE OLDS FERRY, ONTARIO, OREGON MALHEUR COUNTY PROJECT SCHEDULED FOR BID NOVEMBER 18. SPECIFICATIONS DO NOT CONTAIN MINIMUM WAGE RATE SCHEDULES APPLICABLE TO LABORERS AND MECHANICS THAT WILL PERFORM WORK ON THIS PROJECT WITHIN THE TERRITORY OF THE STATE OF IDAHO AND PAYETTE COUNTY. MINIMUM WAGE RATES PUBLISHED IN SPECIFICATION ARE PREVAILING WITHIN THE STATE OF OREGON ONLY. DEMAND YOU INCLUDE IDAHO MINIMUM WAGE RATE SCHEDULES BY ADDENDUM

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

CLASS OF SERVICE
This is a fast message unless its deferred character is indicated by the proper symbol.

WESTERN UNION TELEGRAM

W. P. MARSHALL, CHAIRMAN OF THE BOARD

R. W. McFALL, PRESIDENT

SYMBOLS
DL = Day Letter
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LT = International Letter Telegram

The filing time shown in the date line on domestic telegrams is LOCAL TIME at point of origin. Time of receipt is LOCAL TIME at point of destination

1966 NOV 10 PM 6 15

IMMEDIATELY. IF INSUFFICIENT TIME TO DO THIS, REQUEST POSTPONEMENT OF BID OPENING. THIS MATTER IS OF UTMOST IMPORTANCE TO PRESERVE HISTORICAL PRACTICES ON PREVAILING WAGE RATES=

: JOHN P MOLITOR EXECUTIVE SECRETARY IDAHO BRANCH ASSOCIATED GENERAL CONTRACTORS OF AMERICA.

RECEIVED
NOV 14 1966
OFFICE OF
STATE HIGHWAY ENGINEER

W. H. Moreillis

WU1201 (R2-65) THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

RECEIVED
NOV 3 1966
COMMISSIONERS

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FREDLEY, SECRETARY
WASCO
DAVID B. STIMPSON, MEMBER
PORTLAND

102-1117
691-3

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 31, 1966

Idaho Power Company
P.O. Box 459
Payette, Idaho

Re: Power Line Adjustment
Snake River Bridge Section
Olds Ferry - Ontario (Spur) Highway
Malheur County

ATTENTION: Mr. Jim McEwen

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of October 6, 1966, have been approved by the State. You are hereby authorized to proceed with the work as of October 27, 1966.

Prior to beginning work you are requested to do the following:

1) Please contact Mr. O.G. McComb, District Maintenance Superintendent, 3280 E. Idaho Avenue, Ontario, Oregon, Phone - 889-8159, in regard to obtaining a permit for crossing or relocating on State Highway right of way.

2) Contact Mr. P.F. Burnett, Resident Engineer, 3280 E. Idaho Avenue, Ontario, Oregon, Phone - 889-6122, at least three days prior to beginning work so that your work may be coordinated with that of the State's contractor.

Reimbursement for the work performed subsequent to October 27, 1966, in the amount of $4415.22, will be made in accordance with paragraph 7-e(3) of PPM 30-4 upon receipt of your statement of charges. Please be sure to include beginning and completion dates of the work in the bill.

NOTED
F. B. KLABOE

Very truly yours,

F.D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T.W. Litchfield
Utilities Liaison Engineer

PGP:sg

cc: F.B. Klaboe
L. H. Young (2)
C.H. Maison
A.F. Parson
P.F. Burnett
O.G. McComb
J.E. Valentine

RECEIVED
NOV
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 22 1966
FOR FILING

123-1117
6963

4 X
10-6-66

October 18, 1966

Idaho Board of Highway Directors
P.O. Box 7129
Boise, Idaho 83707

MISC. CONTRACTS and AGREEMENTS No. 3123

Attention: Mr. E. L. Mathes, P.E.
State Highway Engineer

Gentlemen:

We are enclosing two fully executed copies of an agreement covering the construction of an additional bridge across the Snake River between Oregon and Idaho on the Ontario Spur.

A fully executed copy of this agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

lmb
Enclosures

cc: Mr. R. L. Porter
Mr. Tom Edwards
Mr. Ivan Merchant
(Conformed Copy)
Mr. H.S. Cox
ATTN: Mr. Don Harwell
(Conformed Copy)

RECEIVED
SEP 30 1966
FOR FILING

Coast
Bridge
Interstate
Snake

September 29, 1966

Oregon State Highway Commission

Gentlemen:

We have completed a draft of an agreement covering the construction of an additional bridge across the Snake River between Oregon and Idaho on the Ontario spur. This agreement has been executed by the State Highway Engineer of Idaho and the Secretary of the Board in behalf of the Idaho Board of Highway Directors.

This agreement provides for a construction cost of approximately $650,000, which is to be shared equally by the two States, with approach construction and right-of-way acquisition for approaches to be borne by each of the respective States. The agreement further provides that the bridge shall be maintained by the State of Oregon, with the State of Idaho to reimburse Oregon for 50 percent of the cost.

We recommend your approval and request authority for the State Highway Engineer and the Secretary to the Commission to sign in your behalf.

This matter will be on the agenda for the October 6 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison

A. F. Parson TE:ja fn

FOR FILE

123-1117

6463

September 28, 1966

743"

Mr. Jack M. Rowland
174 8th Avenue North
Payette, Idaho 83661

Dear Mr. Rowland:

We have your letter of September 4 suggesting a possible solution to the problem of taking care of the bicyclist and equestrian problem in the Ontario and Snake River Bridge area.

The problems of making adequate provision for all types of traffic encountered in an area such as Ontario are many and complex. Your suggestion is most welcome and has been referred to our Bridge and Traffic Divisions for their consideration.

Our present plans for the new bridge call for a 32-foot roadway for vehicular traffic with a 5-foot sidewalk on the south side of the structure. There will be a safety curb with a parapet and parapet rail between the vehicular traffic lanes and sidewalk and a substantial pedestrian rail on the far outside of the sidewalk. This sidewalk could offer a refuge to the bicyclist and equestrian, though both are subject to State traffic control laws.

Placing a cable supported walkway or any other type structure supported by the two bridges when the new river crossing is completed might be a bit inconvenient to future plans for the existing

bridge. These plans contemplate a new superstructure similar in dimensions to the structure to be built.

Again, thank you for your suggestion, and be assured that it is being given consideration.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Victor D. Wolfe
Administrative Assistant

CAG:mb/mc

bc Forrest Cooper
R. L. Porter
I. D. Merchant (VDW#743)

Walter

SEP 15 66

Jack D. Rowland
174 E one North
Payette Idaho
83661
Sept 14. 1966

Oregan State Highway Dept.
Salem Oregan.

Porter

Dear Sirs:

I Wman that the Building of the New Bridge across the Snake Reiver will help in movement of Cars. But have not you People forgat something that there are thaere of us who can not drive cars there for must ride Bekeycles Ar would it not bee fare to String a Walking Cable Bridge between the two Bridges so that we would not ~~be~~ the

the time of the cars I have
Rode a Bike across the old
Bridge and it is not Easy.

Why I ask this have you
forgotten that if it was
not for the Bicycle chain
at the time cars might not
have been Possible at the
time of course Buggys were
first then Bicycles but it
was the two of them that
made the first cars
Possible I hope you will
remember that

It would be a
simple matter to put a cable
Bridge Inside Enought for cars
to take and Bikes across
Please answer I am sending a copy to
the Idaho Department Highways Yours truly
Jack McRowland

Horse Jawers and Riders could use the cable Bridges as well as Us Bike Riders.

I think its about time We got thought of once in a while to.

I have asked the State of Idaho Highway Depart also to think about Putting a Cable Bridge across the Payette River also.

You can put suspending cables on Each Bridge Because. any weight would not be Over- any weight would not be over- say 300 lbs Biker and all. & say 300 lbs Biker and all. & Saddle Horse say 900 lbs plus Saddle Horse say 900 lbs plus Rider might be 1,000 lbs. Rider might be 1,000 lbs.

Divers are supposed to Divers are supposed to Drive Slow when Passing a

Horse and Feder 4 but 5 times
of 10 they awnt do it and in
nat Slowing down they could
Scare a Horse and force the
Rider to Be thrown affand
be hurt its Because everybody
is to much in a hurry to
get no where: when you
drive Back and forth to a
Jale: you are not going no
where you might say you are
in a Rest until your Jale is
fenished then you can go Some
where Else if you have the Money
so if you have a Jale I can Do
Sanger work-Prodecely retured.
If you have a Jale the year around
and drive foram Home to work.
then you are not going no where.
So Rily Henry like a Fat of Boals do
so Please give us a Break for Once.

The cost of the cable
Bridge would be
not over 15-00 to
$2,000 Cables and
flooring which is
Planking
and Don't say it
Can't Be Done for
this amount because
it Can be done
The Ramp to the Cable
Bridges Should have
Lights at Each End
for night use
I have given this a
lot of thought: over

RECEIVED
AUG 26 1966
FOR APPROVAL

125-1112
6463

COMMISSIONERS
HERMAN F. MEIERJURGEN, CHAIRMAN, BEAVERTON
EDW. C. HUFFSCHMIDT, PORTLAND
LEO P. KUHN, ELKTON

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG., 1400 S. W. 5TH AVENUE
PORTLAND 97201

Route
Morgan
Hoover
Ford
Klaboe
Olson
Cook
Swan
Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
AUG 23 1966
COMMISSION
OFFICE

August 22, 1966

Mr. Forrest Cooper
State Highway Engineer
State Highway Building
Salem, Oregon 97310

Attention Mr. F. D. Morgan

Dear Mr. Cooper:

We have reviewed the following listed proposed highway projects transmitted to us from your office.

Snake River (Ontario Spur) Bridge Section, Olds Ferry-Ontario Highway, Malheur County.

Gillespie Corners-Lorane Section, Territorial Highway, Lane County.

Smith Bridge Section, Elkton-Sutherlin Highway, Douglas County.

Applegate River-Wilderville Section, Redwood Highway, Josephine County.

Wright Bridge Section, Cascade Highway, Clackamas County.

8-23-66 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (5)
T. C. Roake
J. E. Morelock
L. W. Rulien (2)
L. R. Chandler (6)
A. F. Parson (2)

We anticipate no conflicts with the fishery resources hence the projects are approved.

NOTED
F. B. KLABOE

fp

Sincerely,

BURTON E. CARNEGIE
HYDRAULIC ENGINEER

cc: Oregon State Game Commission

RECEIVED
AUG 24 1966
OFFICE OF
STATE HIGHWAY ENGINEER

6

If the Cable Bridge wind up first then workers could walk from one side of the river to the other if needed or had to get from one side to the other sometimes they put up a Cable Bridge in order to do that then left it for Bike riders and Horse Riders so we could be away from Cars and on Crossing the river

RECEIVED
SEP 15 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 15 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
SEP 20 1966
AM 7,8,9,10,11,12,1,2,3,4,5,6 PM

RECEIVED
AUG 26 1966

HERMAN F. MEIERJURGEN, CHAIRMAN, BEAVERTON
EDW. C. HUFFSCHMIDT, PORTLAND
LEO [illegible], PORTLAND

125-1115
6466

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG., 1400 S. W. 5TH AVENUE
PORTLAND 97201

Route
Morgan
Packer
Ford
Klaboe
Oaks
Sven
Pease
Morelock
Trout
Scott
Wells
Litchfield
Olson
RECEIVED
AUG 23 1966
CONSERVATION
DIVISION

August 22, 1966

Mr. Forrest Cooper
State Highway Engineer
State Highway Building
Salem, Oregon 97310

Attention Mr. F. D. Morgan

Dear Mr. Cooper:

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Snake River (Ontario Spur) Bridge Section, Olds Ferry-Ontario Highway, Malheur County.

Gillespie Corners-Lorane Section, Territorial Highway, Lane County.

Smith Bridge Section, Elkton-Sutherlin Highway, Douglas County.

Applegate River-Wilderville Section, Redwood Highway, Josephine County.

Wright Bridge Section, Cascade Highway, Clackamas County.

8-23-66 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (5)
T. C. Roake
J. E. Morelock
L. W. Rulien (2)
L. R. Chandler (6)
A. F. Parson (2)

We anticipate no conflicts with the fishery resources hence the projects are approved.

ROUTED
F. B. KLABOE

fp

Sincerely,

BURTON E. CARNEGIE
HYDRAULIC ENGINEER

cc: Oregon State Game Commission

RECEIVED
AUG 24 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 24 1966
FOR FILING

NOTED
R L CARTER

122 117
1962

19 August 1966

Mr. H. F. Logue
Secretary, Ontario
Chamber of Commerce
Moore Hotel Building
Ontario, Oregon

Dear Mr. Logue:

I have your letter of August 10, addressed to Highway Board Chairman Doyle Symms, concerning the status of the proposed Snake River Bridge between Ontario and Gayway Junction.

We have been planning for a fall contracting schedule on this structure. As you know, the bridge itself is actually a part of an over-all highway network serving the Payette-Ontario area. In this respect, the Idaho Board of Highway Directors has approved for contracting this year an improvement to U.S. Highway 95, extending south from Payette to the Gayway Junction and has planned for construction in 1967 a smaller project to complete the easterly bridge approach from Gayway Junction.

It is our objective to accomplish the completion of all of these projects at about the same time. This would be of considerable benefit to highway users in the area.

We are acquiring right of way on the Idaho side necessary for the construction of the bridge. Plans for the new bridge are being reviewed by the Bureau of Public Roads inasmuch as Idaho will be financing its share of the bridge with Federal-aid funds and State matching funds. The estimated cost of the structure has increased substantially over that originally expected. This does create somewhat of a problem, but I do not believe that the increased estimate will delay Idaho's proceeding with the project.

COPY

NOTED
FORREST COOPER

The specific time at which we can concur in advertising the Snake River Bridge to contract is, of course, subject to clearing the necessary right of way and coordinating the bridge project with other highway construction work in the area.

Your interest in this project is sincerely appreciated. You may be sure that the Idaho Department of Highways will make every effort to get this project going at the earliest feasible time.

Sincerely yours,

E. L. MATHES, P.E.
State Highway Engineer

st
cc: Mr. Forrest Cooper ✓

bcc: A.S.H.E. (E)
P. & T. Engr.
Dist. Three Engr.

COPY

RECEIVED
AUG 22 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 18 1966
FOR FILING
123-111-1
6963

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 15, 1966

SUBJECT: Supplemental R/W Status Report
for September 1, 1966 Contract Letting

To: Mr. L. H. Young
Office Engineer

BUILDING

7. SNAKE RIVER BRIDGE SECTION: Grading, Paving & Structure

Idaho Power Company owns power poles occupying private property throughout the project which will conflict with the proposed construction. The estimated cost of relocating these poles is as follows:

Oregon Side	$6,500
Idaho Side	$8,000

It is anticipated the Utility will require additional right of way. No separate estimate has been furnished us for this item; however, it is included in the above-mentioned total estimated cost.

Malheur Home Telephone Company owns telephone facilities occupying private property and public road right of way which will conflict with the proposed construction. These conflicts are scattered throughout the project and the estimated cost to the State is $500.

It is not anticipated that the State will be required to reimburse the Utility for any additional right of way.

Cascade Natural Gas Company owns a 2-inch gas main occupying private property and public road right of way which will conflict with the proposed construction. This will conflict at different locations throughout the project and the estimated cost to the State for this work is $500.

It is not anticipated that the State will be required to reimburse the Utility for any additional right of way.

The estimated date of completion for all this work is October 15, 1966. Separate utility costs for Idaho and Oregon will be provided.

No delays are anticipated.

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

PGP:bjm

cc: F. B. Klaboe
C. H. Maison
D. H. Moehring
L. H. Young (2)

RECEIVED
AUG 16 1966
OFFICE
STATE HIGHWAY ENGINEER

RECEIVED
AUG 15 1966
FOR FILING

123-1117
6963

August 12, 1966

Mr. Wayne Summers, Secretary
Idaho Board of Highway Directors
Post Office Box 7129
Boise, Idaho 83707

Dear Mr. Summers:

I write this in response to a telephone request by State Highway Engineer Ellis Mathes on August 10 that the Oregon State Highway Commission approve a project for construction of a bridge across the Snake River near Cobb between Weiser, Idaho, and Huntington, Oregon. Mr. Mathes requested an immediate reply so that the Idaho Board would know how to proceed under proposals made by Washington and Payette Counties.

Following up this request, I called the members of our Highway Commission and informed them as to the nature of the request. Due to the very limited time, the Commission discussed the matter among themselves by telephone and instructed me to inform you that due to the extremely cloudy situation with respect to State Highway finances in Oregon, it will not be possible for the Commission to give approval of the project at this time. Many proposals are being formulated for presentation to the Legislature having to do with highway finances which could drastically alter the Oregon's Commission financial position. For this reason, the Highway Commission has had to postpone the scheduling of many badly needed projects and has informed the sponsors of these projects the reason that they cannot be built; namely, the uncertainty of the financial picture. Therefore, the Commission does not feel that it can give approval to the project.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Highway Commission
bc: R. L. Porter
Tom Edwards
Victor D. Wolfe
A. F. Parson
F. B. Klaboe

FC:fn bg

RECEIVED
AUG 15 1966
FOR FILING

123-1117

6463

August 12, 1966

Mr. H. F. Logue
Secretary
Ontario Chamber of Commerce
Moore Hotel Building
Ontario, Oregon

Dear Hap:

I have your letter of August 10 and know of no change in the situation with respect to the Idaho Avenue Bridge from the way it has been reported to you on many occasions in the past.

Very truly yours,

Forrest Cooper
State Highway Engineer

FC:fn

cc R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
A. F. Parson

ON THE OLD OREGON TRAIL

ONTARIO

CAPITAL OF
EASTERN OREGON

Chamber of Commerce

MOORE HOTEL BUILDING
ONTARIO, OREGON

August 10, 1966

Ferrest Cooper, Engineer
Oregon State Highway Dept.
State Highway Bldg.
Salem, Oregon

Dear Mr. Cooper:

Idaho is making fine progress on their Payette 16th St. project and are pushing the Gayway Payette section of 95.

In our talks with the Idaho Highway Board last fall, they indicated they would be ready for the Snake River Bridge this fall-1966. It was indicated that our bridge should be started 6 months ahead of their Gayway stretch so that they might be completed about the same time.

Our grape vine informs us that our bridge will be under construction in September of this year. However, "Doc" Parsons nor any of the local engineers will confirm this. Trust that you will be able to advise us. That bridge keeps getting narrower each year as cars get wider.

Our concern is that this bottleneck is keeping many timid lady drivers from coming to Ontario to shop and with the improved road into Payette we must offer them equal or better approaches into Ontario.

Sincerely yours,

H.F. Logue
Secretary

RECEIVED
AUG 12 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 12 1966
STATE

August 10, 1966

Doyle Symms, Chairman
Idaho State Highway Board
3211 State Street
Boise, Idaho

Dear Mr. Symms;

This will save some of your busy time at your highway meetings. Last year we met with your Board in conjunction with interested Payette business men. We were informed that Idaho would be ready to cooperate with Oregon late this fall on starting construction of the Snake River Bridge east of here.

Early fall is upon us and our Oregon Highway Commission state that they have been waiting on Idaho to give them the word that they are ready to cooperate on the bridge. With the ever widening of cars each year, the width of the bridge seems to narrow. There have been plenty of accidents but luckily none have been fatal-possibly because the majority of drivers know it is hazardous.

We trust that you will be able to move forward as planned and pass the word to our State Highway Commission that you are now in a position to assist with the Gayway-Ontario bridge.

Sincerely yours,

H.F. Logue
Secretary

CC: Forrest Cooper
A.F. Parsons

RECEIVED
AUG 15 1966
FOR FILING
123-1117
6463

F Klaboe

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 11, 1966

SUBJECT: Right of Way Status
State [67] - O. Agency
[Idaho]
October 6 Bid Opening

To: Mr. L. H. Young
Office Engineer

OFFICE ENGINEERING

On the following cooperative project between the State of Oregon and the State of Idaho it is the intention of the State of Idaho to program their share under Federal-aid.

On the Oregon side of the river all right of way has been purchased or is under condemnation and the contractor may have immediate entry as of the date of bid opening.

Snake River Bridge Section, Olds Ferry-Ontario
[Spur] Highway, Malheur County: Grade,
Pave, and Structure

Relocation advisory assistance has been offered where applicable.

G. E. ROHDE
Chief Counsel

John R. Oakes
Assistant Right of Way Engineer

JRO:JP

cc: F. B. Klaboe ✓
G. E. Rohde
C. H. Maison
D. Ridings
W. H. Haskin
F. C. Lowe
M. R. Mitchell

NOTED
F. B. KLABOE

RECEIVED
AUG 12 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 25 1966
FOR FILING

Commissioners
J. Pat Metlin, Bend
Chairman
Wayne E. Phillips, Baker
Vice-Chairman
John P. Amacher, Winchester
Tallant Greenough, Coquille
Joseph W. Smith, Klamath Falls

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

123-1117
6963

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

July 21, 1966

Routing
Morgan
Docker
Bond
Barbee
Walker
Glenn
Swan
Pearson
Morelock
Trout
Scott
Whitfield
Olson

RECEIVED
JUL 22 1966
CONSTRUCTION
DIVISION

State Highway Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Attention Mr. F. D. Morgan

Dear Sir:

We have reviewed the plan title sheets for the following projects which were received with your letter of July 14, 1966:

Snake River (Ontario Spur) Bridge Section, Olds Ferry-Ontario Highway, Malheur County;

Olds Ferry Truck Scale Site, Old Oregon Trail Highway, Malheur County;

Belt Line Road Interchange Section, Pacific Highway, Lane County.

None of the above projects will have any effect on the fishery resource, so the plans are approved. We appreciate the opportunity to comment on the projects.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

7/22/66 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (3)
T. C. Roake
J. E. Morelock
L. R. Chandler (2)
A. F. Parson (4)
fp

ROK:ae

cc: R. W. Schoning

RECEIVED
2 1966

DEPARTMENT OF THE ARMY
WALLA WALLA DISTRICT, CORPS OF ENGINEERS

123-1117

ADDRESS REPLY TO
THE DISTRICT ENGINEER
NOT TO INDIVIDUALS

6963

NPWOP-OM

BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON 99362

MISC. CONTRACTS and
AGREEMENTS No. 3008

19 July 1966

Mr. Ivan D. Merchant, Bridge Engineer
Oregon State Highway Department
Salem, Oregon 97310

Dear Mr. Merchant:

I refer to your application dated 26 April 1966 requesting approval of plans for a bridge across the Snake River at Ontario, Oregon, 372 miles above the mouth of the Snake River. The instrument of approval, authorized by the Secretary of the Army and dated 7 July 1966, is inclosed.

If it is necessary, because of unforeseen or altered conditions, to deviate materially from the approved plans, revised drawings showing any proposed changes must be submitted to this office in order that they may receive the approval required by law before work is commenced.

In order that appropriate inspection of the bridge construction may be made, it is requested you notify this office in writing one week prior to commencement of work. It is also necessary that this office be notified of completion of the work.

Sincerely yours,

FRANK D. McELWEE
Colonel, Corps of Engineers
District Engineer

1 Incl
as

copy for file
Orig. to T.E. 7-21-66

Copy to State of Idaho 7-25-66

NOTED
IVAN D. MERCHANT

NOTED
TOM EDWARDS

RECEIVED
JUL 20 1966
FOR FILING

FORM E-302—50M—7-64 SP*6230-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Mail 123-1117
Inst file
Inst 6963

Salem, Oregon
July 18, 1966

To: F. B. Klaboe
Asst. State Highway Engineer
Building

SUBJECT: Proposed Highway Safety Improvement Projects

Transmitted, herewith, for your use in the safety improvement project programming are documentation data for the following projects:

West Slope--Beaverton Section, Tualatin Valley Highway

Coast Fork Willamette River Bridge Sec., Springfield-Creswell Hwy.

Snake River (Ontario Spur) Bridge Sec., Olds Ferry--Ontario Hwy.

Wauna Interchange Section

The above listed projects are justified on the basis of engineering judgment.

F. B. Grandall
Traffic Engineer

RER:djb
Attach.

NOTED
F. B. KLABOE

write Young
7-19-66
Pl prepare
FBK

Snake River (C... ...o Spur) Bridge Sec.

SAFETY IM... ...OVEMENT PROJECT

Date July, 1966 Highway Olds Ferry--Ontario

Route No. FAP 1 Highway No. 455 M.P. 27.49 to M.P. 28.39

Urban ☐ Rural ☒

Accidents from 1-1-63 to 12-31-65 Average Daily Traffic for 1965 7,500

Total Accidents 23 Persons Injured 18 Persons Killed 0 Accident Rate 3.26 acc. per mil veh. mi.

Design Speed - No. Lanes 2 Parking - Type Terrain level

Alignment: Horz. straight Vert. level Shoulders -

Type of improvement Widen existing section to four lanes including the addition of a structure with a 5' walk on one side.

Estimated cost of improvement: $ 525,000

PROGRAM

FAP ___ FASC ___

FAS ___ State x

FAU ___ Other _____ (State-City)

FAI ___

Remarks: The present narrow facility has a very high accident potential and the past accident experience indicates a high rate of injuries. This project should reduce the accident potential of this section.

RECEIVED
JUL 11 1966
FOR FILING

123-1117

6963

TREASURY DEPARTMENT
UNITED STATES COAST GUARD

Address reply to:
COMMANDER
13TH COAST GUARD DISTRICT
618 SECOND AVENUE
SEATTLE, WASHINGTON 98104

634A
6 July 1966
Ser. o-4 (352)

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97310

Dear Mr. Cooper:

Receipt is acknowledged of your letter of 25 May 1966, regarding provisions for bridge lighting on your bridge over the Snake River at Ontario, Oregon, at River Mile 372.0.

Enclosed is an approved copy of navigation bridge lighting for the above named bridge. This bridge is exempt from navigation bridge lighting for the present time. However, it is anticipated that bridge lighting may be required within the next two years. At such time you may be notified of bridge lighting requirements.

Sincerely yours

VICTOR KOLL
Commander, U. S. Coast Guard
Chief, Aids to Navigation Branch
By direction of the District Commander

Encl: (1) Dwg 21781

NOTED
JOM EDWARDS

RECEIVED
JUL
OFFICE OF
STATE HIGHWAY ENGINEER

Copy to Montgomery w/map 7-11-66

RECEIVED
JUL 8 1966
OREGON
STATE HIGHWAY COMMISSION

Keep Freedom in Your Future With U.S. Savings Bonds

123-1117 Snake R. (Ontario Spur) Br. 1966
Sec., Olds Ferry-Ontario Hwy.
#6963 (Grad., pav., struct.) Folder #1

RECEIVED
JUN 16 1966
FOR FILING

Form CD-121 (11-63) (Prev. Ed. A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

Edwards

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

123-1117

TO : ~~Mr. Forrest~~ Cooper, State Highway Engineer
Salem, Oregon

DATE: June 13, 1966

In reply refer to: 08-35.6

6963

J.W. Parsons

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Snake River (Ontaria) Bridge, Eastbount
Olds Ferry - Ontaria Highway
Bridge No. 1000 A

The preliminary plans submitted with your letter of April 14, 1966

are approved.

Copies - Merchant
Young
6-16-66

VOTED
PORTER

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
REVISED SOILS AND GEOLOGY SECTION REVISED
PROJECT BASE DESIGN

Page 1 of 4 Pages

Section SNAKE RIVER BRIDGE Highway OLDS FERRY - ONTARIO (FAR 1) County MALHEUR Prefix 123

Res. Engr. P. F. Burnett Approx. Length 1.0 Miles. M.P. [illegible] I 27.47± to M.P. [illegible] I 28.47± Date 5-

Truck A.D.T.I. 375 Traffic Coefficient 9.5 18 kip s.a. per day 262.8.

Annual Precipitation 11"± Frost Penetration 24"±.

(1)
Typical Soil
24 LL
7 PI
[illegible] % Ret. No 10
[illegible] % Pass No 200
[illegible] % Gravel
[illegible] % Coarse Sand
[illegible] % Fine Sand
[illegible] % Silt
[illegible] % Clay
[illegible] max. Value
(DESCRIPTION)

NEW WORK

4.0" of Asphaltic Concrete
3.0" of Plant Mix Bituminous Base
6.0" of Crushed Base
13.0" Min. Stone Subbase

EXISTING ROADWAY (Where Utilized)
16' - 22'
2.0" of Asphaltic Concrete Overlay

Variable depths of P.M.B.B. and/or crushed base for leveling, patching, etc.

IN PLACE
3.0"± A.C. (22' width)
over
6.0"± or 7.0"± P.C.C. (16' width)
6.0" base

P.C.C. Sections placed in the 1920's and 1938.

	NEW WORK		
	8.0	4.0	A.C.
	7.5	3.0	P.M.B.B.
	6.0	6.0	Cr. Base
	10.0	12.5	Stone Subbase
	25.5	25.5	25.5
Over	EXISTING ROADWAY		
	4.0	2.0	A.C.
	See Section		

AASHO CLASSIFICATION:
A-2 (3)

MATERIAL SOURCES:
To be determined by the Resident Engineer.

(1)
Clayey Sand

NOTED
F. A. ELLIOT

cc:
[redacted]
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
[redacted]
Rural Engineer

Submitted by [signature] For Staff Assistant
Recommended by [signature] Engineer of Materials
Recommended by [signature] Construction Engineer
Approved by [signature] Asst. State Highway Engineer

RECEIVED
JUN 4 1963
FOR FILING

9-1-77

SNAKE RIVER BRIDGE
OLDS FERRY—ONTARIO (FAR 1)
MALHEUR COUNTY

"OTHER ROADS"

Truck ADT	A.C. Wearing Surface	Level Course	Crushed Base	Min. Stone Subbase	CBR Req.	Actual Thickness
90 - 240	3.5"	2.0"	6.0"	14.0"	26.5"	25.5"
30 - 90	3.5"	2.0"	6.0"	10.5"	23.5"	22.0"
8 - 30	3.0"	2.0"	6.0"	8.0"	20.5"	19.0"
1 - 8	2.0"	2.0"	6.0"	6.5"	17.0"	16.5"
Cars Only	2.0"	2.0"	6.5"	- - -	12.5"	10.5"

For substitutions use the "CBR Requirement Column" to obtain total thickness required and table below for values:

1.0"	Asphaltic Concrete	=	2.0" Crushed Base
1.0"	Plant Mix Bituminous Base	=	1.83" Crushed Base
1.0"	Oil Mat	=	1.1" Crushed Base
1.0"	Stone Subbase (See Standard Specs. and Supplementals)	=	0.8" Crushed Base

SECTION. SNAKE RIVER BRIDGE

HIGHWAY OLDS FERRY–ONTARIO (PAR 1)

COUNTY. MALHEUR

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT 6,000 (Total)

B. Future ADT 9,000 (Total)

C. Mean ADT 7,500 (ADT)

D. Design Period 20 Years

E. No. of Lanes 4

F. Percent Trucks 10 (ADT Basis)

G. Trucks (in one direction) 50% x (C) 7,500 = 375

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 375 x (H) 100 % = 375

TRAFFIC COEFFICIENT = K (I)$^{0.119}$

where K = 4.06

= 9.5

SECTION: SNAKE RIVER BRIDGE

HIGHWAY: OLDS FERRY-ONTARIO (FAR 1)

COUNTY: MALHEUR

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or P.C.C. (old)
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable
13. Traffic Safety: See remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction

CONCLUSION AND REMARKS:

No cost comparison made as this is a State Construction project.

RECEIVED
MAY 26 1966
FOR FILING

123-1117

6913

May 25, 1966

Commander
13th Coast Guard District
616 Second Avenue
Seattle, Washington 98104

Attention: Lt. Commander Victor Hall
Chief Aide to Navigation Branch

Re: Snake River Bridge at Ontario
Your File 5410-3
3267/713

Dear Sir:

In reference to your letter of May 9, we are enclosing two copies of the plan and elevation drawings for the subject bridge on which we have indicated proposed locations for future navigation lights. Also enclosed are two copies of a vicinity map indicating the location of the structure.

Conduit and fittings will be installed during construction of the bridge to facilitate future installation of these navigation aids.

Please review these drawings and return one copy with your approval or corrections noted.

Very truly yours,

Enc.

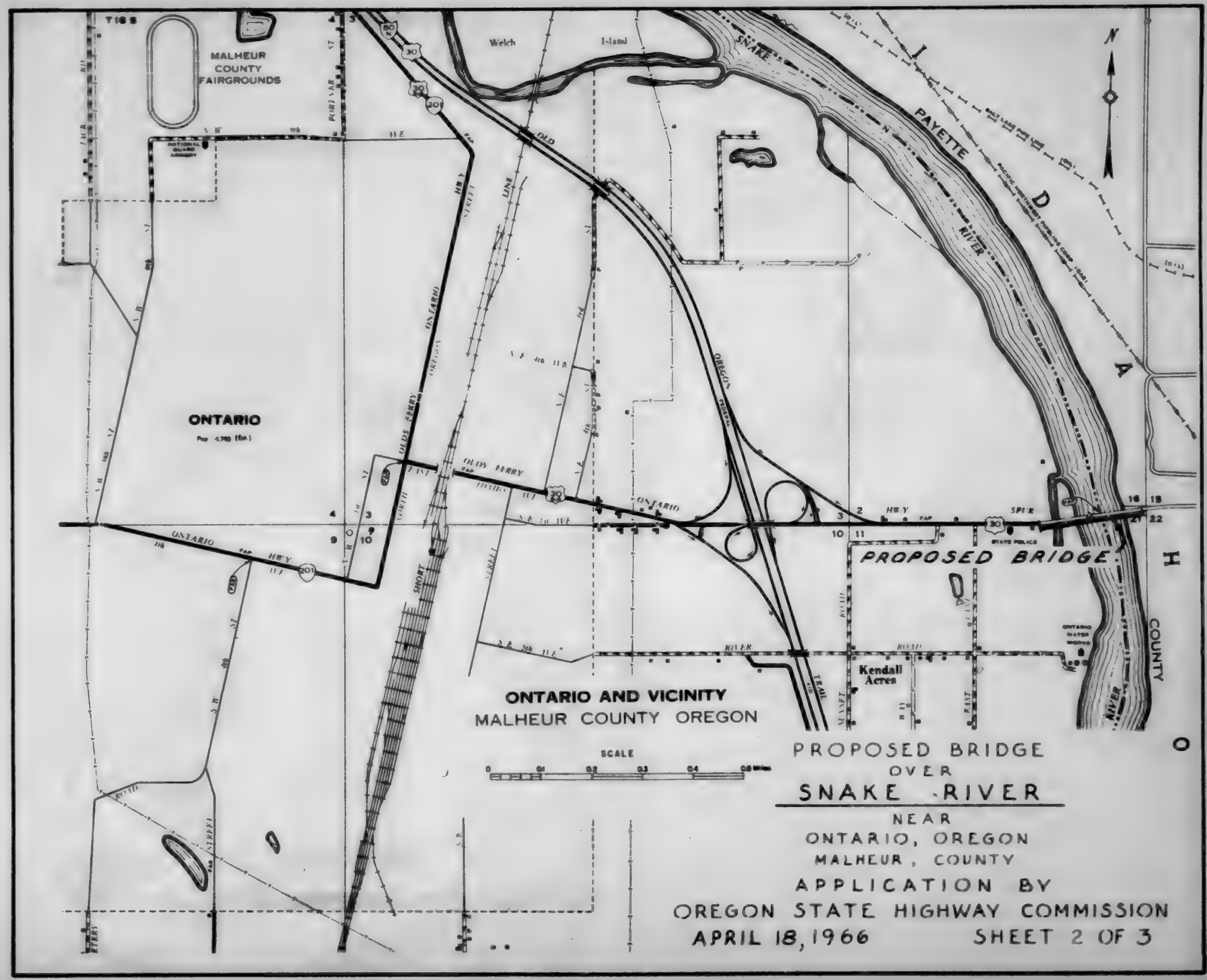
Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant

DEB:mb jva


MALHEUR COUNTY FAIRGROUNDS
Welch Island
SNAKE
PAYETTE
RIVER
ONTARIO
Pop. 4,790 (Est.)
OLDS FERRY
ONTARIO
HWY
201
30
OREGON
SHORT
LINE
OLD
OREGON TRAIL
PROPOSED BRIDGE
Kendall Acres
TRAIL
SLAVEN
KILLER
ROAD
EAST
STATE POLICE
ONTARIO WATER TOWER
COUNTY
N
T16S
R47E
R48E
R49E
R50E
R51E
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R86E

RECEIVED
MAY 16 1966
FOREIGN

Court
Bridges
Interstate
Snake

REFERRED TO
Admin
BY SECRETARY

TREASURY DEPARTMENT
UNITED STATES COAST GUARD

3443

Address reply to:
COMMANDER
13TH COAST GUARD DISTRICT
616 SECOND AVENUE
SEATTLE, WASHINGTON 98104

MAY 11 66

5410-3
3267/713
9 May 1966
Ser. 0-4 (237)

Oregon State Highway Department
Salem, Oregon 97310

Gentlemen:

Reference is made to Public Notice dated 3 May 1966, issued by the District Engineer, Corps of Engineers, U. S. Army, Walla Walla, Washington, for a permit to construct a bridge across the Snake River between Ontario, Oregon and Gayway Junction, Idaho, at River Mile 372.0.

The Coast Guard interposes no objection to the proposed bridge. Navigation bridge lighting will not be required at the present time. However, provision should be made for future bridge lighting requirements described in Part 68, Code of Federal Regulations, should it be determined that bridge lighting is required at some future date.

Sincerely yours

Victor Roll

VICTOR ROLL
Lieutenant Commander, U. S. Coast Guard
Chief, Aids to Navigation Branch
By direction of the District Commander

Copy to
Mr. Edwards
5-16-66

NOTED
TOM EDWARDS

RECEIVED
MAY 16 1966
OREGON
STATE HIGHWAY COMMISSION

Keep Freedom in Your Future With U.S. Savings Bonds

RECEIVED
MAY 6 - 1966
FOR FILING

First
Bridges
REFER TO:
Ontario NPWOP-OM

DEPARTMENT OF THE ARMY
WALLA WALLA DISTRICT, CORPS OF ENGINEERS
Bldg. 602, City-County Airport
Walla Walla, Washington 99362

3 May 1966

PUBLIC NOTICE

Interested parties are hereby notified that application has been made for a Department of the Army permit for work in navigable waters of this Engineer District as follows:

Name of Applicant: Oregon State Highway Department, Salem, Oregon 97310.

Waterway and Location: Snake River at approximately River Mile 372.0 between Ontario, Oregon, and Gayway Junction, Idaho.

Character of Work: Construct a bridge over the Snake River from Ontario, Oregon, to Gayway Junction, Idaho.

Plans: Plans for the work are shown on the back of this notice and on the attached sheet.

Protests:

a. Interested parties are requested to submit in writing any comments or objections that they may have to the proposed work.

b. The determination as to whether a permit will be issued must rest primarily upon the effect of the proposed work on navigation. However, other pertinent factors, including fish and wildlife conservation aspects, will be accepted and made part of the record and will be considered in determining whether it would be in the public interest to grant a permit.

c. Replies should be mailed to reach this office not later than 3 June 1966.

H. H. Grandstaff

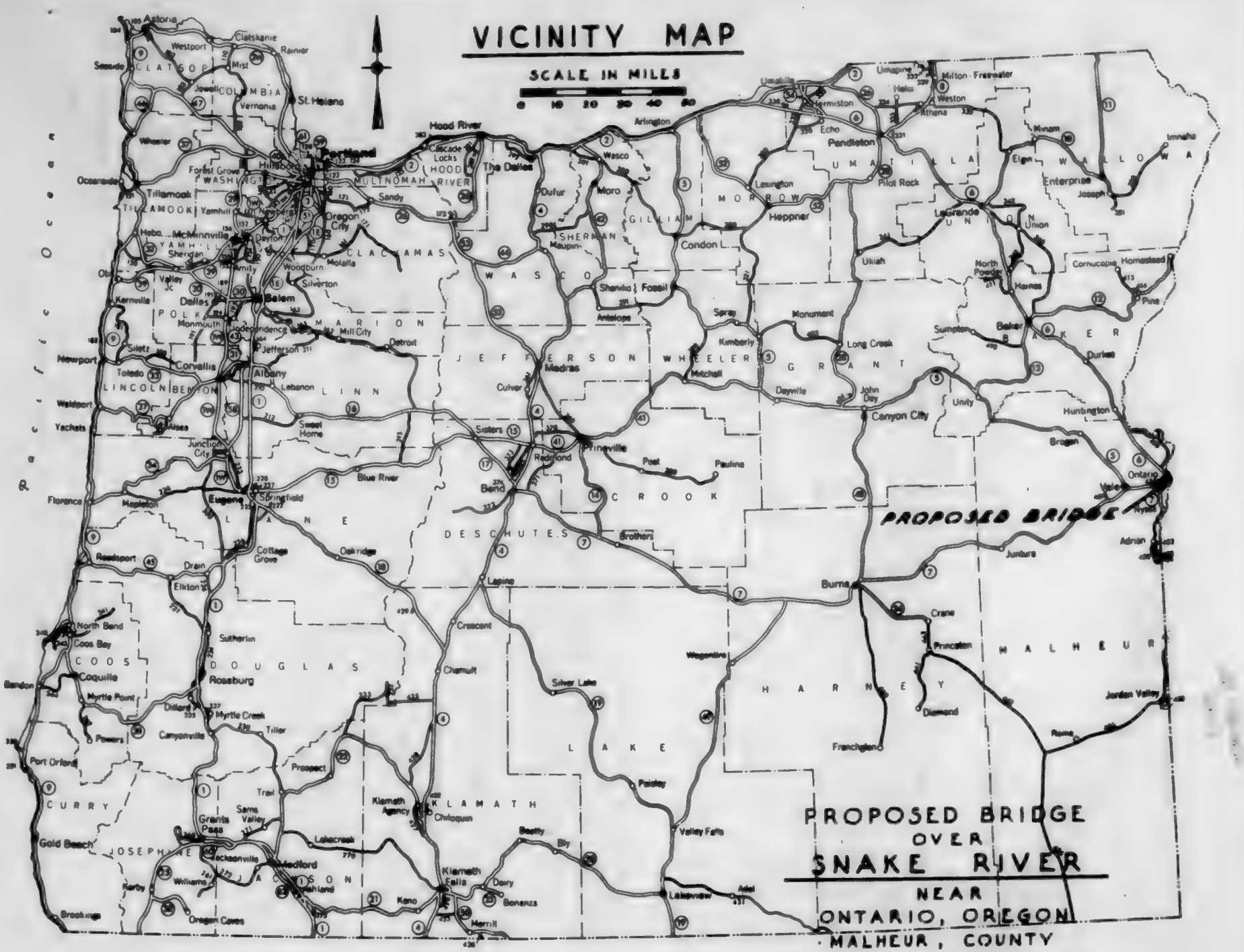
H. H. GRANDSTAFF
Acting Chief, Operations Division

NOTED
TOM EDWARDS

VICINITY MAP

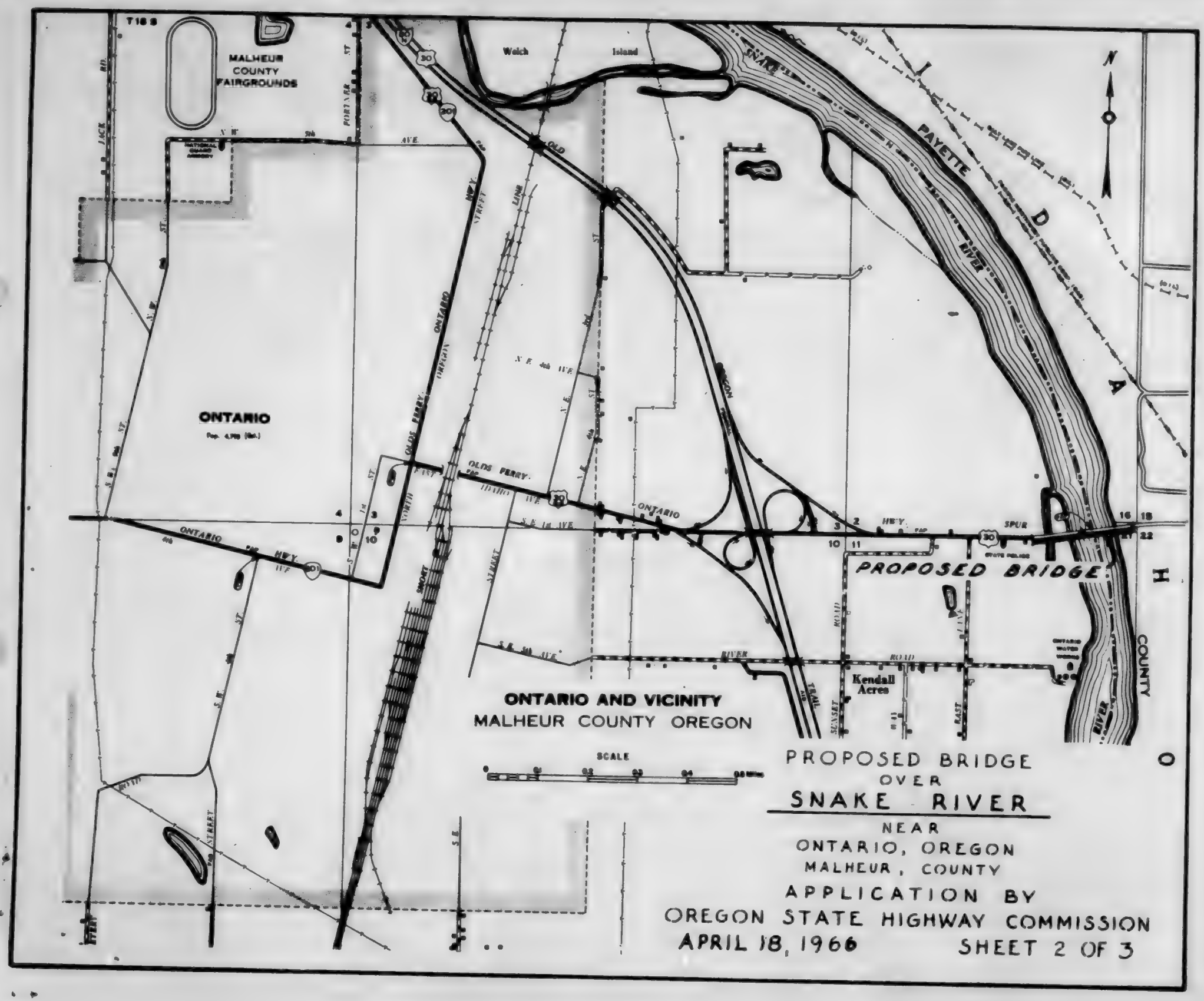
SCALE IN MILES

0 10 20 30 40 50

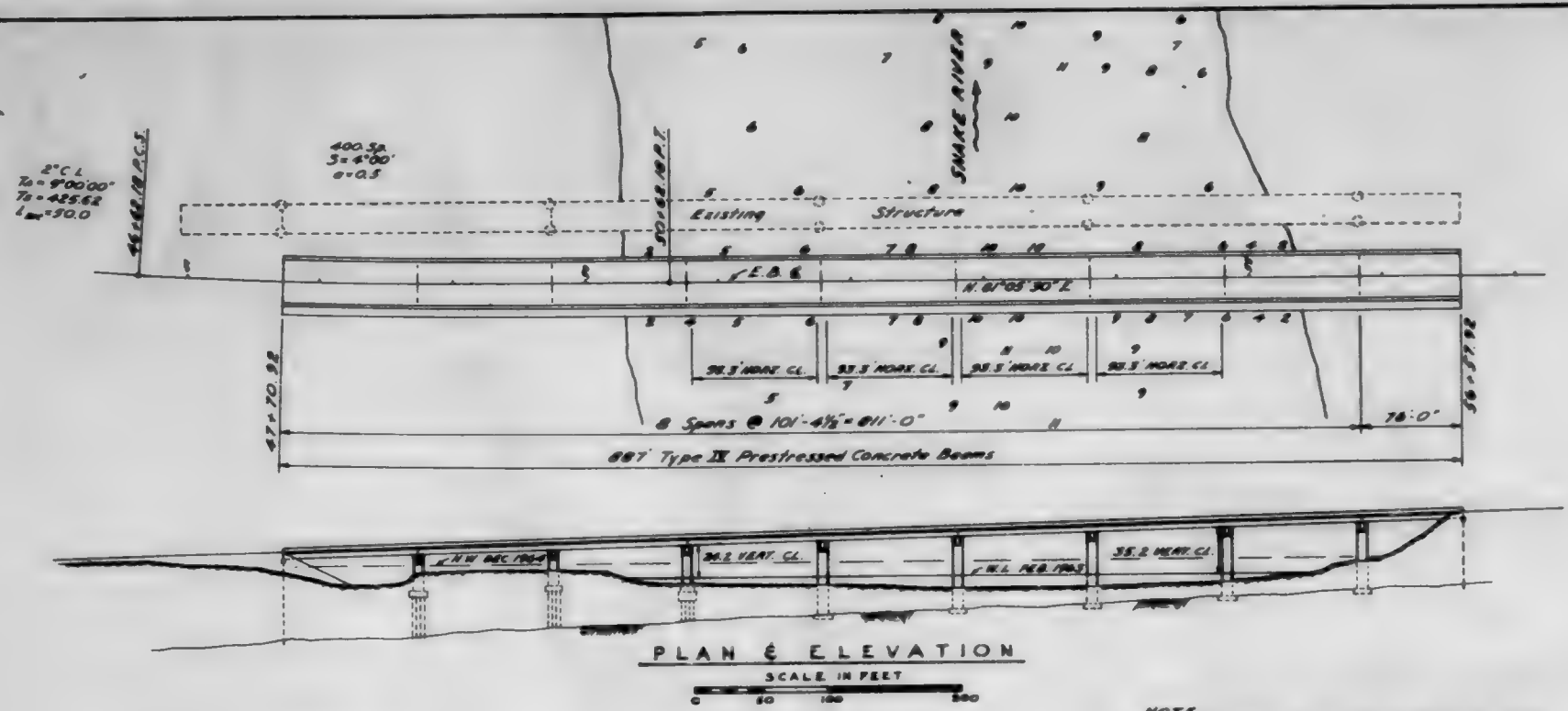


PROPOSED BRIDGE
OVER
SNAKE RIVER
NEAR
ONTARIO, OREGON
MALHEUR, COUNTY

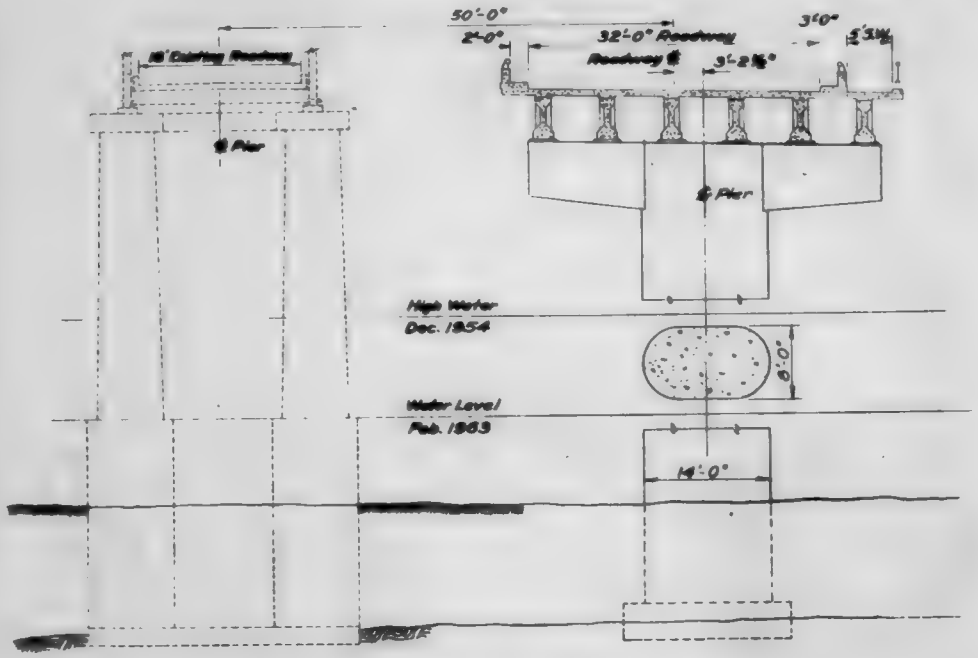
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
APRIL 18, 1966 SHEET 1 OF 3



PROPOSED BRIDGE
OVER
SNAKE RIVER
NEAR
ONTARIO, OREGON
MALHEUR, COUNTY
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
APRIL 18, 1966 SHEET 2 OF 3



NOTE.
Soundings shown are depths in feet based on water level Feb. 18, 1963 Elev. 2194.7 USC & GS 1947 Adj. Datum



ELEVATION EXISTING PIER

TYPICAL SECTION – PROPOSED E.B. STRUCTURE

SCALE IN FEET
0 5 25 50

PROPOSED BRIDGE
OVER
SNAKE RIVER
NEAR
ONTARIO, OREGON
MALHEUR, COUNTY
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
APRIL 18, 1966 SHEET 3 OF 3

DEPARTMENT OF THE ARMY
WALLA WALLA DISTRICT, CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASH., 99362

OFFICIAL BUSINESS

POSTAGE AND FEES PAID
DEPARTMENT OF THE ARMY

Oregon State Highway Department
Salem
Oregon 97310

RECEIVED
MAY 5 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 5 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 14 1966
FOR FILING

123.1117
6963

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

May 17, 1966
Salem, Oregon

SUBJECT: Expense Account Authorization
Drillers
Snake River Bridge, Ontario

To: R. L. Porter
Deputy State Highway Engineer

OFFICE

Foundation investigations for the proposed crossing of the Snake River at Ontario were started May 9, 1966. This work will be prosecuted continually 7 days a week using two eight-hour shifts working from a State-owned drill barge anchored in the Snake River. It is contemplated that the investigation will be completed by June 17, 1966.

Expense account payment following the Regulations No. 5.7.10 of the Construction Division Manual of Inspections are requested for the following men beginning on May 9 and continuing to the end of this work:

Herbert Duvall - Drill Foreman - No. 47272

George Cooper - Drill Foreman - No. 123047

Noah Peterson - Drill Helper - No. 151159

Leland Tepley - Drill Helper - No. 509040

Richard Whitmore - Drill Helper - No. 5088966

APPROVED
DEPUTY STATE HIGHWAY ENGINEER
Date 5/17/66

Copy to Edwards
" " Maison
5-19

Ivan D. Merchant
Bridge Engineer

WCH:jf

cc: Tom Edwards
C. H. Maison

RECEIVED
MAY 19 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 13 1966
FOR FILING
123-1117
6916.3

Salem, Oregon
May 11, 1966

Mr. Ivan Hovhaimt
Bridge Engineer

BUILDING

I am returning approved the layout sketches for the Snake River Bridge on the Ontario Spur subject to the following revisions:

1) The superelevation at the westerly end shall be reduced to one-half super, namely, 0.03 feet per foot.

2) The superelevation shall be hinged about the center line of the piers.

3) Piers 4, 5, 6, 7 and 8 shall be set well into solid rock. Decision as to final elevation will be reserved until exact foundation data is available.

4) Pier elevations on piers 1, 2 and 3 shall be such that the top of the pier is below the bottom of the river channel. Again, final decision will be reserved until complete data is available.

Tom Edwards
Assistant State Highway Engineer

AAA.
TEdwg

cc: Forrest Cooper
R. L. Parker
F. B. Kinnes
Victor D. Wolfe
F. D. Morgan

FORM E-80 80M 3-65 SP*6470-734

Routing

Morgan — Dunn
Decker — Moreland
Bond — Trout
Barbee — Scott
Walker — Wills
Litchfield
Olson

RECEIVED
MAY 9 1966
CONSTRUCTION DIVISION

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 4, 1966

SUBJECT: Snake River Bridge (Ontario Spur)
Olds Ferry - Ontario Highway
Malheur County

To:
Mr. E. S. Hunter
Maintenance Engineer
B U I L D I N G

Attached are copies of a State Force Order covering grading and paving work contemplated on the subject section. Also attached is a copy of a letter from the Division concerning this work.

Work on this section originally included grading, paving and structure, all to be completed on the State Construction Program. This was subsequently reduced to cover only the structure work. A contract is to be let covering this structure. The estimated cost of the work to be done under this work order, excluding engineering and contingencies amounts to $93,897.00. The asphaltic concrete paving is estimated to cost $57,000.00, including engineering and contingencies on these two items represents a total cost of $188,621.25.

Since the work covered by the attached order is to be accomplished by State Forces, we feel that you should approve the order. Also, because this work is being done at the direction of the Highway Engineer, we feel that it should also have the approval of Mr. Edwards.

F. D. Morgan
Construction Engineer

NOTED
F.B. KLABOE

DES:nh

Attach.

cc: F. B. Klaboe

NOTED
TOM EDWARDS

tried to recommend contract

RECEIVED
JUN 10 1966
STATE HIGHWAY ENGINEER

RECEIVED
1966
MAINTENANCE ENGINEER

FORM E-30 50M 8-65 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon 97850
April 29, 1966

To:

Mr. F. D. Morgan
Construction Engineer
Salem

SUBJECT: Snake River (Ontario Spur)
Bridge Section
Olds Ferry-Ontario Highway
Malheur County

We are submitting herewith State Force Order for performing the grading and surfacing, except A.C., on the Snake River Bridge Section.

We have been instructed by the Chief Engineer to perform this work with State Forces and believe this should be charged against a State construction program rather than any maintenance project. There are no maintenance funds anyway.

We are therefore, submitting this to your office and recommending approval and requesting establishment of a prefix for this work.

A. F. Parson
Division Engineer

By H. S. Coulter

H. S. Coulter
Assistant Division Engineer

HSC:sp

Enc.

Routing

Morgan
Docker
Bond
Barbee
Walker
Glenn
Swan

RECEIVED
MAY 3 1966
CONSTRUCTION
DIVISION

Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

Form A-106—634

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS Order No. .....

Project Name Snake River (Ontario Spur) Bridge Section Date April 28, 19 66

Highway Olds Ferry-Ontario Contract No. ..... F. A. Project No. .....

County Malheur County Prefix ..... Account No. .....

Description of Work To Be Done:

Widen prior to Bridge Construction and prior to AC Surfacing

Location by Station Numbers:

Sta 31+00 to Sta 46+90

Estimate of Quantities and Costs:

See Reverse Side

Explanation:

State forces better equipped to perform this type of work on small project of this nature

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization . . . . . $.....

Present estimate of project cost, including

$12,676.00 for work under this order $.....

Expected under-run / over-run (amount) . . . . . $.....

Expected under-run / over-run (per cent) . . . .

Space to right of this line is for use of Salem Office

Submitted by: O. G. McComb
Resident Engineer

Approval Recommended: .....
Construction Engineer or Bridge Engineer

Approval Recommended: .....
Division Engineer

Approved: .....
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

1.	Trench excavation	cy	200	3.00	600.00
2.	Ditch excavation	cy	430	3.00	1,290.00
3.	Embankment in place	cy	24,000	2.00	48,000.00
4.	12" CIP in place	lft	119	3.00	357.00
5.	18" CIP in place	lft	66	5.00	330.00
6.	12" conc storm sewer Cl#5	lft	1,122	5.00	5,610.00
	End Sect " " " "	ea	1	50.00	50.00
7.	Conc Inlets G-1	ea	5	150.00	750.00
8.	Fencing	rods	75	8.00	600.00
9.	Pit Run Base	cy	4,340	2.00	8,680.00
10.	3/4-0 Mat'l in Base	cy	2,800	5.00	14,000.00
11.	3/4-0 Cr. Rock in Binder	cy	165	8.00	1,320.00
12.	Watering	M-Gal	620	4.00	2,480.00
13.	MC 250 Binder	ton	25	60.00	1,500.00
14.	Curb Type "A" conc	cy	100	50.00	5,000.00
15.	Guardrail	lft	550	5.00	2,750.00
16.	Guardrail blocks	ea	70	2.50	175.00
17.	Guardrail end pieces	ea	14	7.50	105.00
18.	Moving present shrubs	lump sum	100%	300.00	300.00
					93,897.00
	Engineering and contingencies		20%		18,779.00
	Total for State Force Work				112,676.00

RECEIVED
MAY 3 1965
CONSTRUCTION

Routing
Morgan
Pease
Scott
Wills
Litchfield
Olson

Form A-105—SM

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS Order No. .....

Project Name Snake River (Ontario Spur) Bridge Section Date April 28, 19 66

Highway Olds Ferry-Ontario Contract No. ..... F. A. Project No. .....

County Malheur County Prefix ..... Account No. .....

Description of Work To Be Done:

Widen prior to Bridge Construction and prior to AC Surfacing

Location by Station Numbers:

Sta 31+00 to Sta 46+90

Estimate of Quantities and Costs:

See Reverse Side

Explanation:

State forces better equipped to perform this type of work on small project of this nature

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization . . . . . $.....

Present estimate of project cost, including

12,676.00 ... for work under this order $.....

Expected under-run / over-run (amount) . . . . . $.....

Expected under-run / over-run (per cent) . . . .

Space to right of this line is for use of Salem Office .....

Submitted by: O. G. McComb
Resident Engineer

Approval Recommended: H. S. Coulter
Division Engineer

Approval Recommended: .....
Construction Engineer or Bridge Engineer

Approved: .....
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

1.	Trench excavation	cy	200	3.00	600.00
2.	Ditch excavation	cy	430	3.00	1,290.00
3.	Embankment in place	cy	24,000	2.00	48,000.00
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6.	12" conc storm sewer Cl#5	lft	1,122	5.00	5,610.00
	End Sect " " " "	ea	1	50.00	50.00
7.	Conc Inlets C-1	ea	5	150.00	750.00
8.	Fencing	rods	75	8.00	600.00
9.	Pit Run Base	cy	4,340	2.00	8,680.00
10.	3/4-0 Mat'l in Base	cy	2,800	5.00	14,000.00
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12.	Watering	M-Gal	620	4.00	2,480.00
13.	MC 250 Binder	ton	25	60.00	1,500.00
14.	Curb Type "A" conc	cy	100	50.00	5,000.00
15.	Guardrail	lft	550	5.00	2,750.00
16.	Guardrail blocks	ea	70	2.50	175.00
17.	Guardrail end pieces	ea	14	7.50	105.00
18.	Moving present shrubs	lump sum	100%	300.00	300.00
					93,897.00
	Engineering and contingencies		20%		18,779.00
	Total for State Force Work				112,676.00

RECEIVED
MAY 3 1966
CONSTRUCTION
DIVISION

Routing
Morgan
Decker
Barbee
Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

Form A-108—SM

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. .....

Project Name Snake River (Ontario Spur) Bridge Section Date April 28, 19 66

Highway Olds Ferry-Ontario Contract No. ..... F. A. Project No. .....

County Malheur County Prefix ..... Account No. .....

Description of Work To Be Done:

Widen prior to Bridge Construction and prior to AC Surfacing

Location by Station Numbers:

Sta 31+00 to Sta 46+90

Estimate of Quantities and Costs:

See Reverse Side

Explanation:

State forces better equipped to perform this type of work on small project of this nature

INSTRUCTIONS

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Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization . . . . . $.....

Present estimate of project cost, including

12,676.00 for work under this order $.....

Expected under-run / over-run (amount) . . . . . $.....

Expected under-run / over-run (per cent) . . . .

Space to right of this line is for use of Salem Office

Submitted by: O. G. McComb
Resident Engineer

Approval Recommended: .....
Construction Engineer or Bridge Engineer

Approval Recommended: H S Coulter
Division Engineer

Approved: .....
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

1.	Trench excavation	cy	200	3.00	600.00
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5.	18" CIP in place	lft	66	5.00	330.00
6.	12" conc storm sewer Cl#5	lft	1,122	5.00	5,610.00
	End Sect " " " "	ea	1	50.00	50.00
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8.	Fencing	rods	75	8.00	600.00
9.	Pit Run Base	cy	4,340	2.00	8,680.00
10.	3/4-0 Mat'l in Base	cy	2,800	5.00	14,000.00
11.	3/4-0 Cr. Rock in Binder	cy	165	8.00	1,320.00
12.	Watering	M-Gal	620	4.00	2,480.00
13.	MC 250 Binder	ton	25	60.00	1,500.00
14.	Curb Type "A" conc	cy	100	50.00	5,000.00
15.	Guardrail	lft	550	5.00	2,750.00
16.	Guardrail blocks	ea	70	2.50	175.00
17.	Guardrail end pieces	ea	14	7.50	105.00
18.	Moving present shrubs	lump sum	100%	300.00	300.00
					93,897.00
	Engineering and contingencies			20%	18,779.00
	Total for State Force Work				112,676.00

RECEIVED
[illegible]
MAINTENANCE DIVISION

Routing
Morgan
Decker
Sand
Eanes
Peck
Morelock
Trout
Scott
Wills
Litchfield
Olson
RECEIVED
JUL 1966
CONSTRUCTION

Form A-105—5M

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS Order No. .....

Project Name Snake River (Ontario Spur) Bridge Section Date April 20, 19 66

Highway Olds Ferry-Ontario Contract No. ..... F. A. Project No. .....

County Malheur County Prefix ..... Account No. .....

Description of Work To Be Done:

Widen prior to Bridge Construction and prior to AC Surfacing

Location by Station Numbers:

Sta 31+00 to Sta 46+90

Estimate of Quantities and Costs:

See Reverse Side

Explanation:

State forces better equipped to perform this type of work on small project of this nature .

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization . . . . . $.....

Present estimate of project cost, including

$12,676.00 for work under this order $.....

Expected under-run / over-run (amount) . . . . . $.....

Expected under-run / over-run (per cent) . . . .

Space to right of this line is for use of Salem Office

Submitted by: O. G. McComb
Resident Engineer

H. S. Coulter

Approval Recommended: .....
Division Engineer

Approval Recommended: .....
Construction Engineer or Bridge Engineer

Approved: .....
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

1.	Trench excavation	cy	200	3.00	600.00
2.	Ditch excavation	cy	430	3.00	1,290.00
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4.	12" CIP in place	lft	119	3.00	357.00
5.	18" CIP in place	lft	66	5.00	330.00
6.	12" conc storm sewer Cl#5	lft	1,122	5.00	5,610.00
	End Sect " " " "	ea	1	50.00	50.00
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8.	Fencing	rods	75	8.00	600.00
9.	Pit Run Base	cy	4,340	2.00	8,680.00
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11.	3/4-0 Cr. Rock in Binder	cy	165	8.00	1,320.00
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13.	MC 250 Binder	ton	25	60.00	1,500.00
14.	Curb Type "A" conc	cy	100	50.00	5,000.00
15.	Guardrail	lft	550	5.00	2,750.00
16.	Guardrail blocks	ea	70	2.50	175.00
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18.	Moving present shrubs	lump sum	100%	300.00	300.00
					93,897.00
	Engineering and contingencies		20%		18,779.00
	Total for State Force Work				112,676.00

RECEIVED
MAINTENANCE ENGINEER

Routing
Morgan
Docker
Bond
Peass
Morelock
Trout
Scott
Litchfield
Olson
RECEIVED
MAY 3 1965
CONSTRUCTION
DIVISION

Form A-108—52M

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS Order No. .....

Project Name Snake River (Ontario Spur) Bridge Section Date April 28, 19 66

Highway Olds Ferry-Ontario Contract No. ..... F. A. Project No. .....

County Malheur County Prefix ..... Account No. .....

Description of Work To Be Done:

Widen prior to Bridge Construction and prior to AC surfacing.

Location by Station Numbers:

Sta 31+00 to Sta 46+90

Estimate of Quantities and Costs:

See Reverse Side

Explanation:

State forces better equipped to perform this type of work on small project of this nature.

INSTRUCTIONS

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Project authorization . . . . . $.....

Present estimate of project cost, including $ 112,676,000 for work under this order $.....

Expected under-run / over-run (amount) . . . . . $.....

Expected under-run / over-run (per cent) . . . .

Space to right of this line is for use of Salem Office

Submitted by: O. G. McComb, Resident Engineer

Approval Recommended: ..... Construction Engineer or Bridge Engineer

Approval Recommended: ..... Division Engineer

Approved: ..... Deputy State Highway Engineer. Assistant State Highway Engineer or Office Engineer.

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5.	18" CIP in place	lft	66	5.00	330.00
6.	12" conc storm sewer Cl#5	lft	1,122	5.00	5,610.00
	end sect. " " "	ea	1	50.00	50.00
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18.	Moving present shrubs	lump sum	100%	300.00	300.00
					$ 193,897.00
	Engineering and contingencies			20%	18,779.00
	Total for State force Work				$ 112,676.00

RECEIVED
1965
MAINTENANCE ENGINEER

Routing
RECEIVED
CONSTRUCTION
DIVISION

STATE OF IDAHO

IDAHO BOARD OF
HIGHWAY DIRECTORS

R. DOYLE SYMMS - CHAIRMAN
ERNEST F. GAFFNEY - VICE CHAIRMAN
C. ED FLANDRO - MEMBER

WAYNE SUMMERS - SECRETARY

E. L. MATHES
STATE HIGHWAY ENGINEER

DEPARTMENT OF HIGHWAYS

P. O. BOX 7129
BOISE, IDAHO 83707

April 12, 1966

Mr. Glenn L. Jackson, Chairman
Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Attention: Mr. Forrest Cooper

Dear Chairman Jackson:

Attached is an approved minute entry of the Oregon and Idaho Commissions meeting in Salem March 8.

This exchange of information at the meeting I believe might be mutually helpful since the contemplated action is several years in the future.

Please feel free to offer any corrections or additions that you may see fit for clarity regarding this entry.

Cordially,

Wayne Summers

WAYNE SUMMERS, Secretary
Board of Highway Directors

Enclosure

NOTED
R. L. PORTER

RECEIVED
APR 14 1966
OFFICE
STATE HIGHWAY ENGINEER

RECEIVED
APR 14 1966
OREGON
STATE HIGHWAY COMMISSION

Board Meets with Oregon State Highway Commission. The following were present at a meeting with the Oregon State Highway Commission in Salem:

R. Doyle Symms, Chairman
Ernest Gaffney, Vice-chairman
C. Ed Flandro, Member
E. L. Mathes, State Highway Engineer
Wayne Summers, Secretary of the Board

Those present from Oregon were:

Glenn L. Jackson, Chairman, Medford, Oregon
Kenneth N. Fridley, Member, Wasco, Oregon
David B. Simpson, Member, Portland, Oregon
Floyd A. Query, Secretary, Salem, Oregon
Forrest Cooper, State Highway Engineer
R. L. Porter, Deputy State Highway Engineer

The meeting was called for the purpose of discussing the planning and pressures each state is experiencing regarding the Olds Ferry crossing of the Snake River.

The Idaho Board outlined the agreement with Washington County and Weiser Valley Highway District; whereby, the County and Highway District would raise $400,000 in local levies and county federal-aid moneys towards the construction of the Olds Ferry Bridge crossing, providing Oregon could finance its portion of the Olds Ferry structure and construct a connecting road on the Oregon side.

Oregon Commissioner Glenn L. Jackson repeated Oregon's desire to cooperate with the Olds Ferry crossing, but the timing of the decision comes earlier than was anticipated. He suggested that a joint feasibility study be made by the State Highway Engineers of both states to their respective Board and Commission before a firm commitment could be made by Oregon.

He also stated that there are certain considerations with Malheur County and Ontario regarding participation which may require some time to work out as far as Oregon is concerned.

Oregon State Highway Engineer Forrest Cooper opinioned that there were two ways the matter could be considered. One on the basis of economic feasibility from the engineering standpoint and the other from that of other expediency determinations.

Chairman Symms pointed out that the Washington County Commissioners must have their answer in this matter by this fall as county levying demands require notice for the levy at that time. Mr. Symms said that the agreement specified a four year levy period by Washington County and that the Idaho Highway Department could not enter into planning for at least five or six years for their participation of the project. This would not bring the project into being until 1971 or 1972.

Refer to Board Minutes of January 10, 1966, Book 10, Page 17.

Chairman Jackson stated, "At the present we do not have a short

E. L. Mathes, State Highway Engineer
Wayne Summers, Secretary of the Board

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Glenn L. Jackson, Chairman, Medford, Oregon
Kenneth N. Fridley, Member, Wasco, Oregon
David B. Simpson, Member, Portland, Oregon
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Refer to Board Minutes of January 10, 1966, Book 10, Page 17.

Chairman Jackson stated, "At the present we do not have a short or long term policy regarding this bridge and it will take a little time to get into this thing and see where we stand." Mr. Jackson pointed out also that in 1962 when the Ontario Bridge and Olds Ferry Bridge were under discussion, Oregon State highway construction allocations were on a regional basis. That has since changed and it is now on a state as a whole priority allocation with a total ABC need of $550 million. This need will cause the Department to request a seven cent Oregon gas tax at the 1967 Legislation Session.

Mr. Cooper

I have not sent
Copies to the Commission

F.D.

3/25/66
Floyd—

Cooper returned this and says to hold on to it until we hear from Idaho. Cooper said he has discussed this with Chairman Jackson. OVER

Cooper thought the Counties over
their (Idaho) are a little excited.
Cec H.

C

Forrest Cooper

OREGON STATE HIGHWAY COMMISSION

IDAHO BOARD OF HIGHWAY DIRECTORS

March 8, 1966

RE: OLDS FERRY BRIDGE

MEMO TO THE FILE:

An informal meeting of the Oregon State Highway Commission with the Idaho Board of Highway Directors was held in the Governor's Room of the Marion Hotel in Salem, Oregon, at noon on Tuesday, March 8, 1966.

The following people were present from Idaho: R. Doyle Symms, Chairman; Ernest F. Gaffney, Vice Chairman; C. Ed Flandro, Member; E. L. Mathes, State Highway Engineer; and Wayne Summers, Secretary. Representing Oregon were Glenn L. Jackson, Chairman; Kenneth N. Fridley, Member; David B. Simpson, Member; Forrest Cooper, State Highway Engineer; R. L. Porter, Deputy State Highway Engineer; and Floyd Query, Secretary. The Idaho Board and staff were guests of the Oregon Highway Commission for luncheon.

Following the luncheon Mr. Symms, Chairman of the Idaho Board, stated that they wished to discuss construction of a bridge across the Snake River at Olds Ferry about 11 miles downstream from Weiser. Many requests from Idaho people have been received since 1957 but these have been put off, Mr. Symms stated, as the project could not be justified. Interest in Idaho has been sufficient so that two of the counties have offered to pay a portion of the cost. These people were informed that if they would agree to provide a portion of the financing the Idaho Board would discuss the matter with the Oregon Commission. He also commented the Idaho people had been told that the construction would have to be after 1970 because of lack of earlier financing.

Mr. Mathes remarked that Washington County in Idaho has agreed to use FAS funds, but in his opinion it would take them about five or six years to accumulate the amount necessary. In answer to an inquiry as to cost, Mr. Mathes stated that the bridge was estimated at $900,000, plus the approaches.

Mr. Jackson was dubious as to whether Malheur County in Oregon would cooperate as had Washington County in Idaho, and he inquired as to the attitude of the people in Ontario. It was Mr. Cooper's opinion that they would oppose the project. Mr. Jackson then inquired as to what priority rating the bridge had in Idaho's estimation. Mr. Symms replied that the bridge could be better justified in a few years but the Idaho Board would like to cooperate with their counties inasmuch as they had agreed to contribute to the financing. It is their hope, he continued, that arrangements can be made to construct the bridge in 1971 or 1972.

Mr. Cooper inquired as to whether any economic analysis had been made. Mr. Mathes replied negatively. Mr. Jackson commented that the project has no priority in Oregon and probably the local people would be opposed to it. He suggested that (1) an investigation be made of the project by Oregon and, (2) that the attitude of Malheur County be determined.

Mr. Mathes remarked that in his opinion an economic analysis on the bridge probably would not look too good. Mr. Summers observed that there is competition between the towns in Oregon and Idaho in this vicinity. It was Mr. Gaffney's opinion that construction of this bridge would probably pick up considerable southbound traffic on Highway 95 from Washington headed onto I-80N. Mr. Symms mentioned again that the Idaho Board, if possible, would like to cooperate with the Idaho Counties and that there has been considerable pressure to construct the bridge. In his estimation he felt that construction would be justified by 1971 or 1972. Mr. Mathes pointed out that the Idaho people had supported construction of a new bridge at Ontario, and it is agreed the bridge is needed, but the Idaho people also want the bridge at Olds Ferry.

Mr. Flandro also commented on the fact that the Idaho people are very anxious for construction of the Olds Ferry Bridge and it is their contention that when construction of the Ontario Bridge was agreed upon, there was also an agreement to construct the bridge at Olds Ferry. He read an excerpt from the minutes of the Idaho Board of Directors concerning that matter. Mr. Gaffney re-emphasized that it would take at least four years for Idaho to raise the funds but the counties involved would not do so unless there is an agreement with Oregon for construction.

Mr. Jackson stated that the Oregon Commission is willing to cooperate on the Olds Ferry Bridge but the project is very low in Oregon's priority. Mr. Cooper suggested the Idaho and Oregon Highway Departments exchange information concerning the Olds Ferry Bridge so that an analysis can be made.

In response to an inquiry by Mr. Symms as to construction of the new bridge at Ontario, Mr. Cooper replied that the Oregon Department is ready to proceed in 1966. Mr. Symms stated that Idaho is prepared to act in the last quarter of 1966. Concerning the Idaho priority for the Ontario Bridge, Mr. Mathes remarked that it has an Idaho rating of 37 which is extremely low.

Mr. Jackson recalled that at a previous meeting with Idaho officials, it was considered that there would be some considerable time between construction of the two bridges and he inquired as to how long the Idaho people would wait. Mr. Summers replied that if a date of 1971 or 1972 could be set that it would probably be agreeable.

Mr. Jackson suggested that the two departments proceed as discussed and that the Oregon Commission would give them an early decision. Mr. Symms commented that he felt that if the Oregon Highway Commission could give them a date, even if it is not as soon as they had expected or would like, that they could live with it.

A joint meeting later in Ontario was suggested by Mr. Summers. Mr. Jackson commented that such a meeting could be advantageous if the exchange of information has taken place and there has been time enough to study it.

The meeting was adjourned at 2:30 p. m.

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
Oregon State Highway Commission

FQ:jf:fkn

cc Forrest Cooper
R. L. Porter

RECEIVED
MAR 23 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 5 1966
COMMISSIONERS

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. RIDDLE, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

123-1117
6763

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 26, 1966

The District Engineer
Corps of Engineers
U. S. Army
628 Pittock Block
Portland, Oregon 97205

Re: Snake River Bridge

Dear Sir:

Application is hereby made by the State Highway Department of the State of Oregon at Salem, Oregon, for approval by the Chief of Engineers and the Secretary of the Army of plans of a bridge to be constructed across the Snake River at Ontario, Oregon, 372 miles above the mouth of the Snake River as shown on the attached plans. The proposed bridge would be a fixed span structure.

Legal authority for the structure is found in the General Bridge Act of 1946.

Enclosed, is a letter of authorization from the Secretary of the State Highway Department authorizing this application.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM:mb
Att.
cc: Mr. Forrest Cooper
Mr. Tom Edwards

RECEIVED
NOTED
MAY 2
OFFICE OF
STATE HIGHWAY

RECEIVED
APR 14 1966
FOR FILING

123-1117
6963

April 14, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Snake R. (Ontario) Br., N. Bd.
Oregon FAP - 99
Olds Ferry-Ontario Highway
Malheur County, Oregon
Payette County, Idaho
Bridge No. 1000A
Your File: 03-35.6

Dear Sir:

A further study of the length of structure has been made and through comparison of waterway areas of the Snake River Bridge at Payette (11,317 sq. ft.), Weiser (15,236 sq. ft.), Nyssa (11,676 sq. ft.) and Interstate 80N at Ontario (10,778 sq. ft.), it is felt that the subject bridge can be shortened 76 feet at the west end, beginning the bridge at Station 47+70.92 instead of 46+94.92 as previously submitted. By shortening this structure by the above amount, the waterway area from streambed to high water will be 10,800 sq. ft., which is, for all practical purposes, equal to the 10,778 sq. ft. waterway area at the Interstate 80N structures which at the present time is the smallest waterway area of the structures mentioned.

After due consideration, it has been decided to change the type of piers beginning at Pier No. 1, Station 48+72.30 and ending with Pier No. 3 at Station 55+81.92 to that of a single oval shaft type pier with the footing founded into rock except for Piers No. 1, 2, and 3 which will be founded on steel piling. End bents No. 1 and 4 will consist of a single row of steel piling, all piling to be driven to point bearing into rock.

Due to the more rigid type piers, we will place expansion joints at Piers No. 1, 3, 5 and 8.

We have estimated the cost of this structure to be $697,000.

The above-mentioned changes are in line with the recommendations made in your letter of March 21, 1966.

Five prints of the revised Drawing No. 21781 showing the proposed plan and elevations are attached for your use.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Attach.

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison

TCR:mb jwa

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. I. D. Merchant, Bridge Engineer

DATE: March 24, 1966

In reply refer to: 08-35.6

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon FAP-99 Olds Ferry - Ontario Highway
Snake River (Ontario Spur) Bridge, Eastbound
Malheur County, Oregon - Payette County, Idaho

Preliminary plans for the subject structure were submitted by letter of January 25, 1965. The submission was for a 963 foot long structure with a 32 foot wide roadway. The superstructure was to consist of prestressed concrete girders including an 811 foot long continuous series with 76 foot approach spans. The proposed substructure was piers consisting of a double row of steel "H" piling encased in concrete from streambed to just above high water. Also included in the submission were sketches and estimates for several other substructure types and a welded steel plate girder superstructure alternate.

A hydraulic study has been conducted by our Regional office which indicates that from a hydraulics standpoint the overall structure length could be reduced by some 200 feet (on the Oregon side) and still provide an adequate waterway to carry the expected 50 year flood flow. Such a length reduction would increase the stream velocity from 5.8 feet per second to 7.1 feet per second and would result in a slight increase of 0.6' in the backwater depth.

Copies of hydraulic reports by Mr. G. Fiala and Mr. H. Gregory are attached for your information. In view of these findings, we recommend that you make a further study of this matter and consider some shortening of the bridge length.

Our other comment at this time concerns the type of pier selected for the proposed structure. We question the use of a concrete encased double row of piling for two reasons. Firstly, the concrete encasement is intended to extend only to the streambed, which would not provide scour protection for several of the river piers. Our hydraulic study indicates probable scour depths of 12 to 16 feet below normal streambed. This depth would be to the rockline for piers 7, 8 and 9, thus leaving the piling exposed from the bottom of encasement to the top of the rock and unless

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

the rock is such that piling can be driven to provide adequate penetration into it, lateral stability would be seriously impaired. Since this scour would occur during extreme highwater and possibly in conjunction with ice flow, we question the overall stability of the proposed design under such conditions even with pile penetration into the rock. Secondly, we question the use of 800' of continuous superstructure without provision for expansion. Such a length would undoubtedly cause longitudinal stresses in the substructure which would further aggravate the stability problem. One of the alternates studied by you was a conventional 5x39 foot solid pier, which according to your calculations would cost about 11% more. We believe you could narrow this cost difference by making some considerable reduction in size of the solid shaft and still retain much more overall stability than could be obtained with the pile type pier. We recommend that you use more sturdy and conventional type piers.

Enclosures

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MAR 31 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 28 1966
OFFICE OF
STATE HIGHWAY ENGINEER

412 Mohawk Building
222 S. W. Morrison
Portland, Oregon 97204

February 28, 1966

08-00.21

Mr. G. E. Fiala
Regional Hydraulic Engineer
Portland, Oregon

M. W. Gregory, Assistant Regional Hydraulic Engineer
Portland, Oregon

Snake River (Ontario Spur) Bridge
Eastbound
Olds Ferry-Ontario Highway

At your request a hydraulic review of the subject bridge has been made. A summary of the results of this study is as follows:

HYDROLOGY

The estimated 50 year flood discharge at the proposed bridge location is 100,000 cubic feet per second. This discharge estimate is primarily based on the stream flow records of three gaging stations on the Snake River (Fig. 1). These three gages are:

Snake River at Milner, Idaho. This gage has 47 years of record and is 268 miles upstream from the bridge.

Snake River near Murphy, Idaho. This gage has 49 years of record and is 82 miles upstream from the bridge.

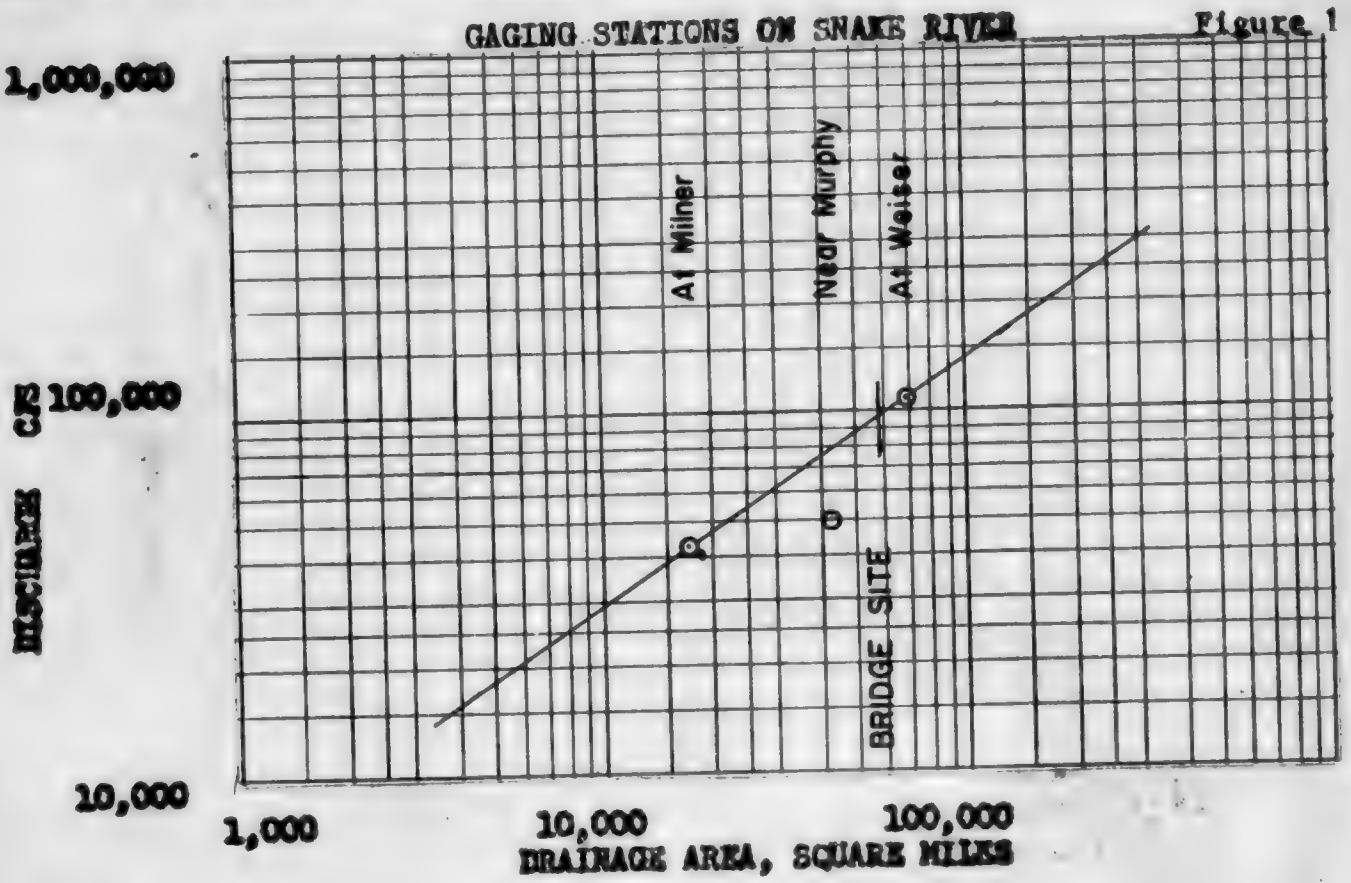
Snake River at Weiser, Idaho. This gage has 55 years of record and is 20 miles downstream from the proposed bridge.

The stream flow measured at all of the gages is subjected to regulation by several dams on the Snake River and its tributaries. The maximum discharge of record measured at the Snake River gage at Weiser was 120,000 cfs on March 3, 1910, although the flood of June 1894 was considerably higher. The system of dams in the Snake River basin would greatly reduce both of these record floods if they were to re-occur now. A partial list of dams completed since the 1910 flood is shown in Table 1.

- more -

Although the analysis of stream flow records on regulated streams is not commonly used, these records do represent the history of the stream as it exists. The use of 100,000 cfs for the design flood is considered to be conservative because some of the greatest floods occurred prior to construction of dams which provide some flood control.

GAGING STATIONS ON SNAKE RIVER Figure 1



WATER SURFACE-DISCHARGE RELATIONSHIP AT BRIDGE SITE

In order to estimate the water surface elevation during a design flood, it was necessary to develop a rating curve (Fig. 2) from available data and extrapolate this curve to 100,000 cfs. This rating curve was developed from the following data:

- more -

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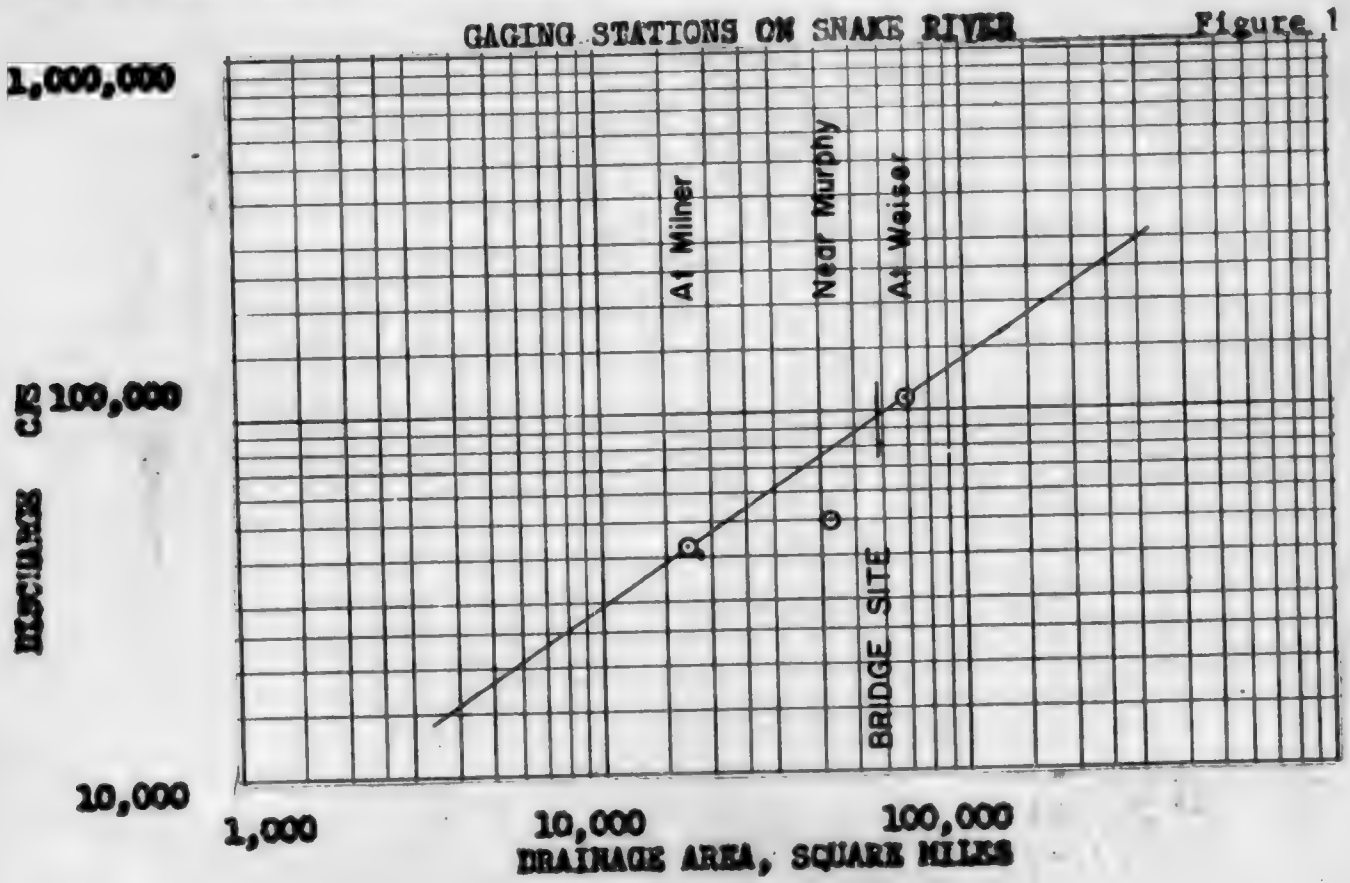

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In order to estimate the water surface elevation during a design flood, it was necessary to develop a rating curve (Fig. 2) from available data and extrapolate this curve to 100,000 cfs. This rating curve was developed from the following data:

- more -

DATE	ESTIMATED DISCHARGE CFS	WATER SURFACE ELEVATION	SOURCE OF WATER SURFACE ELEVATION
February 15, 1963	9,600	2134.7	OSHD Vicinity Map Drawing No. 18762
April 15, 1952	60,000	2145.6	High water mark at City of Ontario pumping plant 1,500 feet upstream from bridge site
December 25, 1964	37,000	2141.9	Measurement made by City of Ontario at pumping plant 1,500 feet upstream from bridge site

The estimates of discharge for the various measured water surface elevations was made from the available discharge records from gages on the Snake River and its tributaries. The methodology consisted of working toward the bridge site from both upstream and downstream gages on the Snake River. Working downstream the discharge (for specific floods) at the Snake River Gage at Murphy was first recorded and then the measured discharges (for the same floods) from the Owyhee River gage below Owyhee Dam and the Boise River gage at Notus were added. The cumulative discharge thus calculated represented a discharge from approximately 56,880 square miles of the 59,000 square mile drainage area above the bridge site. Working upstream the discharge at the Snake River Gage at Weiser was noted and then the discharges from the Weiser River Gage near Weiser, the Payette River Gage near Payette, the Malheur River Gage at Little Valley and the North Fork Malheur River Gage at Beulah were subtracted. The net discharge thus obtained represented a drainage area of 61,050 square miles.

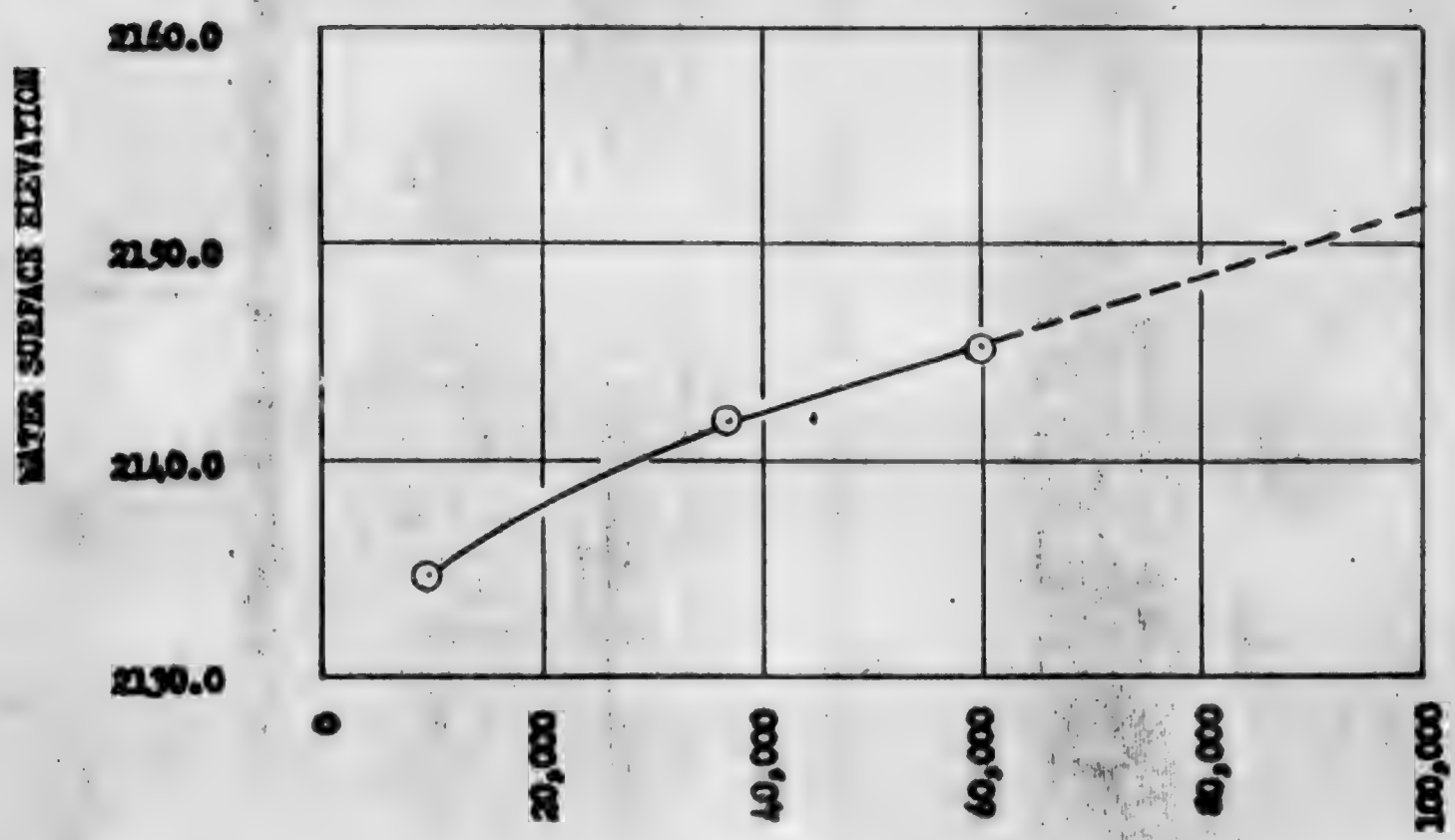
The final estimate of discharge (for specific floods) at the bridge location was then estimated to be between the two discharges obtained.

All of the water surface elevations shown are referenced to the 1947 USC and GS datum.

The water surface elevation determined from these measurements of stage and discharge for a 100,000 cfs flood is 2151.6 feet. It is noted that this elevation will only leave about two feet of freeboard below the roadway grade on the west end of the bridge.

- more -

Figure 2



BACKWATER

Reduction of the river channel width by approach fills would cause an increase in the water surface elevation upstream from the bridge. An estimate of this increase was made using a publication of the Bureau of Public Roads entitled "HYDRAULICS OF BRIDGE WATERWAYS, Hydraulic Design Series No. 1 ". Approach fills of three different lengths were considered. All three approach fills were assumed to be on the Oregon end of the bridge and all three used 2:1 embankment slopes. The backwater caused by the approach fills for a flood of 100,000 cfs is summarized:

- more -

	TOE OF APPROACH EMBANKMENT AT STATION	INCREASE IN DEPTH OF FLOW UPSTREAM FROM BRIDGE (BACKWATER)
Case 1	50+22	0.7 feet
Case 2	49+50	0.6 feet
Case 3	48+75	0.4 feet
Proposed Bridge	46+95	0.0 feet

STRUCTURE COST REDUCTION

If the total length of the proposed structure (963 feet) is divided into the total estimated cost ($649,000), a cost per lineal foot of $673.94 is determined. Reducing the bridge length as per cases 1, 2, and 3 discussed in the backwater section will effect an estimated reduction in bridge cost as follows:

	REDUCTION IN BRIDGE LENGTH (FEET)	ESTIMATED COST REDUCTION
Case 1	281	$189,000
Case 2	220	$148,000
Case 3	145	$ 98,000
Proposed Bridge	0	0

It should also be noted that the length of the subject bridge will dictate the length of a twin bridge to replace the existing structure for westbound traffic. Consequently any cost reduction should be multiplied by two.

- more -

SCOUR

An estimate of the scour potential at each bent has been made.

BENT NUMBER	ESTIMATED SCOUR BELOW NORMAL STREAMBED IN FEET
1	0
2	13
3	13
4	13
5	15
6	15
7	16
8	16
9	15
10	12
11	0

Design of the bent structures should require consideration of this scour potential.

CONCLUSION

From the available information summarized in this report, it would seem advisable to reduce the length of the proposed bridge and thereby reduce the cost. Although a specific recommendation as to how much reduction should be done will not be made here the costs involved certainly indicate that a reduction in length is warranted.

NOTE: Detailed computations are on file in the office of the Hydraulic Branch.

TABLE 1

DAMS IN THE SNAKE RIVER BASIN

NO.	STATE	NAME OF DAM	RIVER	CONTRACTING AGENCY	YEAR COMPLETED	PURPOSES*	RESERVOIR CAPACITY (Acre-Feet)
From	Weiser	to Ontario					
1	Ida.	Black Canyon	Payette	B of R	1924	IP	44,100
2	Ida.	Cascade	N.Fork Payette	B of R	1948	IPFC	704,100
3	Ida.	Deadwood	Deadwood	B of R	1931	I	161,900
4	Ore.	Bully Creek	Bully Cr.	B of R	Proposed as of 1958	IFC	31,000
5	Ore.	Harper	Malheur	B of R	1929	I	660
6	Ore.	Agency Valley (Beulah)	N. Fork Malheur	B of R			
7	Ore.	Warm Springs	Malheur	B of R	1919	I	192,400
Above	Ontario						
8	Ida.	Lucky Peak	Boise	C of E	1956	IFC	306,000
9	Ida.	Arrow Rock	Boise	B of R	1915	IFC	286,600
10	Ore.	Owyhee	Owyhee	B of R	1932	IFC	1,120,000
11	Nev.	Wild Horse Res.	Owyhee	BIA	1937	I	32,960
12	Ida.	Upper Deer Flat (Lake Lowell)	Boise	B of R	1908	I	190,100
13	Ida.	Anderson Ranch	S. Fork Boise	B of R	1950	IFPC	493,200
14	Ida.	Little Wood	Little Wood	B of R	U.C. as of 1958	I	30,000
15	Ida.	Minidoka	Snake	B of R	1906	IFPC	210,000
16	Ida.	American Falls	Snake	B of R	1927	IPFCWS	1,700,000
17	Ida.	Blackfoot	Black-foot	B of R	1924	IWS	413,000
18	Ida.	Cross Cut	Henrys Fork	B of R			
19	Ida.	Grassy Lake	Falls	B of R			
20	Ida.	Island Park	Henrys Fork	B of R	1938	IFC	127,600
21	Ida.	Palisades	S. Fork Snake		U.C. as of 1958	IPFC	1,402,000
22	Wyo.	Jackson Lake	S. Fork Snake	B of R	1911	IFC	847,000

*Purposes:

I = Irrigation
P = Power
FC = Flood Control
N = Navigation
R = Recreation
WS = Water Supply

Source of Information:

Register of Dams in the U. S.

U. S. Committee
International Commission on Large Dams
1958 Mc Graw Hill, N. Y.

OREGON DIVISION

412 Mohawk Building
222 S. W. Morrison St.
Portland, Oregon 97204

February 28, 1964

08-00.23

Mr. H. B. Henry
Regional Design Engineer
Portland, Oregon

G. R. Fiala
Regional Hydraulics Engineer
Portland, Oregon

Snake River (Ontario Spur) Bridge, Eastbound
Olds Ferry - Ontario Highway

A hydraulic review of the subject bridge which crosses the Snake River at Ontario, Oregon has been completed by this office. Our review consisted of:

1. Personal contact with hydrologists from the U. S. Army Corps of engineers at Walla Walla, Washington, and the U. S. Geological Survey, Surface Water Branch at Boise, Idaho.

2. A personal inspection of the proposed bridge site.

3. Analysis of stream flow records on the Snake River, both upstream and downstream from Ontario, Oregon and on the major tributaries in southwest Idaho and eastern Oregon for the purpose of determining a design flood discharge and corresponding water surface elevation.

4. Hydraulic computations of backwater for different lengths of bridge. Backwater is defined as the increase in water surface elevation caused by a constriction in a channel.

5. Computations for estimating the depth of scour at the piers.

Our findings are:

1. That a fifty-year frequency flood having a discharge of 100,000 cfs and a water surface elevation of 2,151.6 ft. (MSL) be used as the design flood.

2. The maximum flood measured at the Snake River gage at Weiser, Idaho, which is located approximately 20 miles downstream from the proposed bridge crossing, was 120,000 cfs and occurred in March 1910. The historic flood of 1894 is reported to have been considerably greater in magnitude.

The maximum flood measured at the Snake River gage at Murphy, Idaho, which is located approximately 82 miles upstream from the proposed bridge crossing, was 47,300 cfs in June 1918.

The major tributaries to the Snake River between Weiser, Idaho and the proposed crossing at Ontario, Oregon, are the Weiser River, Malheur River, and the Payette River. The major tributaries to the Snake River between Ontario, Oregon and Murphy, Idaho are the Boise River and Owyhee River.

3. As a result of analyzing flood records, it appears that a design discharge of 100,000 cfs has not been reached at Ontario since possibly 1894. Numerous dams providing flood control on the Boise River, Owyhee River, and upper Snake River greatly reduce the probability of such a flood recurring.

4. The flood control provided by dams on the Snake River and tributaries for the Ontario, Oregon area has not been studied and evaluated by the U. S. Army Corps of Engineers or the Bureau of Reclamation. Therefore, the benefits of flood control facilities cannot be evaluated by us in a limited period of time and essentially are not considered in the design discharge since we are using the approximate maximum flood record.

5. The design discharge of 100,000 cfs at Ontario is considered to be conservative (on the high side) because of the large number of flood control dams which have been constructed since the 1910 flood.

6. Backwater computations were made for three cases as follows:

	Toe of Approach Embankment at Station (2:1 Slopes)	Reduction in Bridge Length (feet)	Backwater (in Feet)	Estimated Cost Reduction
Case 1	50 + 22	281	0.7	$189,000
Case 2	49 + 50	220	0.6	$148,000
Case 3	48 + 75	145	0.4	$ 98,000
Proposed Bridge	46 + 93	0	0.0	0

7. It should also be noted that the length of subject bridge will dictate the length of a twin bridge to replace the existing structure for west bound traffic. Consequently, any cost reduction should be multiplied by 2.

8. Computations were made to determine the depth of potential scour at each of the nine bents in the river. Our estimate of scour is in the range of 12 to 16 feet below normal stream bed.

- more -

Conclusions

The conclusion reached as a result of our review is that the proposed bridge is longer than required to pass the design flood without appreciable backwater.

A bridge shortened by at least 166 feet on the west end appears to be a minimum reduction with consideration given to a 220 foot or 280 foot shortening on the west end.

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APR 7 1966
FOR FILE

STATE OF IDAHO

IDAHO BOARD OF HIGHWAY DIRECTORS

R. DOYLE SYMMS - CHAIRMAN
ERNEST F. GAFFNEY - VICE CHAIRMAN
C. ED FLANDRO - MEMBER
WAYNE SUMMERS - SECRETARY

E. L MATHES
STATE HIGHWAY ENGINEER

DEPARTMENT OF HIGHWAYS

P. O. BOX 7129
BOISE, IDAHO 83707

123-1112
6463

April 4, 1966

Mr. Tom Edwards
Assistant State Highway Engineer
Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

F-3111(13)
Ontario Bridge - Gayway Jct.

Dear Tom:

I have verified the status of right-of-way on the east bank of Snake River that would be required for the Ontario Bridge.

Only one parcel of land will be involved. Plans are complete and appraisal is in process. An access problem must be resolved but we are not contemplating any difficulty that would delay the acquisition of this parcel.

It appears that several power poles with transformers must be moved to clear the east bridge approach area. We will proceed immediately with arrangements for that adjustment.

The best estimate today indicates that right-of-way sufficient to accommodate bridge construction will be clear by late summer.

NOTED
TOM EDWARDS

Yours truly,

R. B. CHRISTENSEN, P.E.
Assistant State Highway
Engineer (Engineering)

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APR 5 1966
OFFICE OF
STATE HIGHWAY ENGINEER

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APR 5 - 1966
OREGON
STATE HIGHWAY COMMISSION

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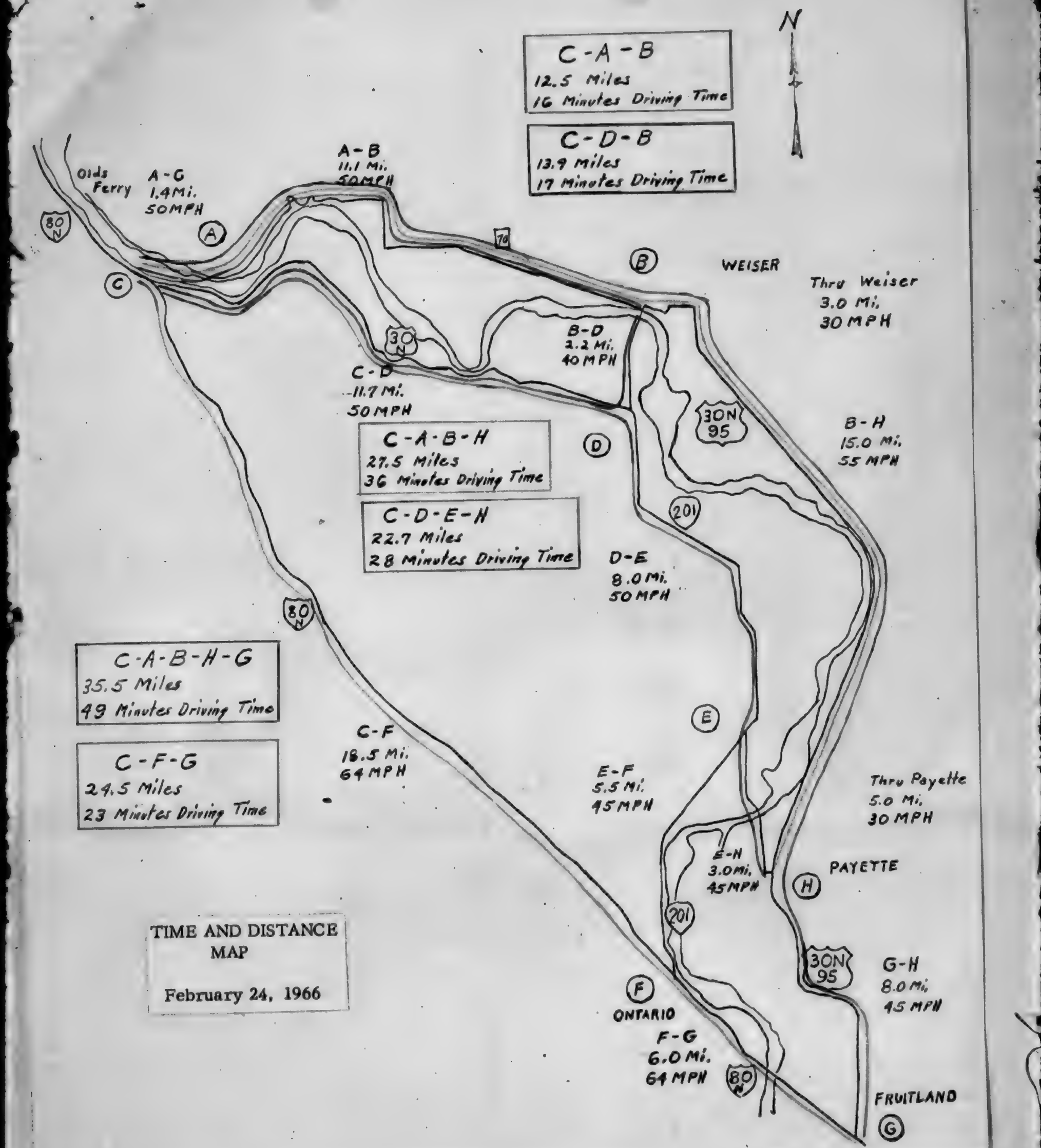
APR 27 1966

FORREST


C-A-B
12.5 Miles
16 Minutes Driving Time
C-D-B
13.9 miles
17 Minutes Driving Time
N
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Olds Ferry
A-G
1.4Mi.
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80 N
A
70
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30 N
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C-D-E-H
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C-A-B-H-G
35.5 Miles
49 Minutes Driving Time
C-F-G
24.5 Miles
23 Minutes Driving Time
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C-F
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30N 95
G-H
8.0 Mi.
45 MPH
F
ONTARIO
F-G
6.0 Mi.
64 MPH
80 N
FRUITLAND
G
TIME AND DISTANCE MAP
February 24, 1966

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section

HIGHWAY PROJECT ANALYSIS

Cobb Bridge

2/28/66

ITEM		ROUTE			
		CDB (without Br.)	CAB (With Br.)		
I. ANNUAL VEH. OPERATION COSTS					
A. TIME ELEMENT COSTS					
a. Passenger Vehicles.....	$	70,633	65,989		
b. Light Trucks.....	$	464	433		
c. Heavy Trucks.....	$	7,664	7,213		
d. Busses.....	$	—	—		
e. Total.....	$	78,761	73,635		
B. MILEAGE ELEMENT COSTS					
a. Dist. and Surf. Costs..	$	182,410	164,037		
b. Rise and Fall Costs....	$	—	—		
c. Alignment Costs.....	$	—	—		
d. Traffic Stop Costs.....	$	—	—		
e. Accident Costs.....	$	—	—		
f. Total.....	$	182,410	164,037		
TOTAL ANNUAL VEHICLE OPERATION COSTS ($A_e + B_f$).....	$	261,171	237,672		
II. ANNUAL HIGHWAY COSTS					
a. Capital Costs.....	$	—	145,200 [1]		
b. Maintenance Costs.....	$	—	—		
c. Operation Costs.....	$	—	—		
TOTAL ANNUAL HIGHWAY COSTS.	$	—	145,200		
III. ANNUAL ROAD USER COSTS (I + II)	$	261,171	382,872		

[1] Based on $1,000,000 bridge, $250,000 construction on Oregon side, $400,000 surfacing $150,000 grading and $200,000 Railroad grade separation on Idaho side.

$$\frac{261,171 - 237,672}{145,200 - 0} = \frac{23,499}{145,200} = 0.16$$

The above analysis was based on a present ADT of 200 and a 15 yr. expansion factor of 2.00.

Road User Costs

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section

HIGHWAY PROJECT ANALYSIS

Cobb Bridge

2/28/66

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		CDB (without Br.)	CAB (With Br.)		
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d. Busses.....	$	—	—		
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B. MILEAGE ELEMENT COSTS					
a. Dist. and Surf. Costs..	$	182,410	164,037		
b. Rise and Fall Costs....	$	—	—		
c. Alignment Costs.....	$	—	—		
d. Traffic Stop Costs.....	$	—	—		
e. Accident Costs.....	$	—	—		
f. Total.....	$	182,410	164,037		
TOTAL ANNUAL VEHICLE OPERATION COSTS ($A_e + B_f$).....	$	261,171	237,672		
II. ANNUAL HIGHWAY COSTS					
a. Capital Costs.....	$	—	145,200 [1]		
b. Maintenance Costs.....	$	—	—		
c. Operation Costs.....	$	—	—		
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III. ANNUAL ROAD USER COSTS (I + II)	$	261,171	382,872		

[1] Based on $1,000,000 bridge, $250,000 construction on Oregon side, $400,000 surfacing $150,000 grading and $200,000 Railroad grade separation on Idaho side.

$$\frac{261,171 - 237,672}{145,200 - 0} = \frac{23,499}{145,200} = 0.16$$

The above analysis was based on a present ADT of 200 and a 15 yr. expansion factor of 2.00.

RECEIVED
MAR 22 1966
FOR FILING
123-117
6163

OREGON STATE HIGHWAY COMMISSION

IDAHO BOARD OF HIGHWAY DIRECTORS

March 8, 1966

RE: OLDS FERRY BRIDGE

MEMO TO THE FILE:

An informal meeting of the Oregon State Highway Commission with the Idaho Board of Highway Directors was held in the Governor's Room of the Marion Hotel in Salem, Oregon, at noon on Tuesday, March 8, 1966.

The following people were present from Idaho: R. Doyle Symms, Chairman; Ernest F. Gaffney, Vice Chairman; C. Ed Flandro, Member; E. L. Mathes, State Highway Engineer; and Wayne Summers, Secretary. Representing Oregon were Glenn L. Jackson, Chairman; Kenneth N. Fridley, Member; David B. Simpson, Member; Forrest Cooper, State Highway Engineer; R. L. Porter, Deputy State Highway Engineer; and Floyd Query, Secretary. The Idaho Board and staff were guests of the Oregon Highway Commission for luncheon.

Following the luncheon Mr. Symms, Chairman of the Idaho Board, stated that they wished to discuss construction of a bridge across the Snake River at Olds Ferry about 11 miles downstream from Weiser. Many requests from Idaho people have been received since 1957 but these have been put off, Mr. Symms stated, as the project could not be justified. Interest in Idaho has been sufficient so that two of the counties have offered to pay a portion of the cost. These people were informed that if they would agree to provide a portion of the financing the Idaho Board would discuss the matter with the Oregon Commission. He also commented the Idaho people had been told that the construction would have to be after 1970 because of lack of earlier financing.

Mr. Mathes remarked that Washington County in Idaho has agreed to use FAS funds, but in his opinion it would take them about five or six years to accumulate the amount necessary. In answer to an inquiry as to cost, Mr. Mathes stated that the bridge was estimated at $900,000, plus the approaches.

Mr. Jackson was dubious as to whether Malheur County in Oregon would cooperate as had Washington County in Idaho, and he inquired as to the attitude of the people in Ontario. It was Mr. Cooper's opinion that they would oppose the project. Mr. Jackson then inquired as to what priority rating the bridge had in Idaho's estimation. Mr. Symms replied that the bridge could be better justified in a few years but the Idaho Board would like to cooperate with their counties inasmuch as they had agreed to contribute to the financing. It is their hope, he continued, that arrangements can be made to construct the bridge in 1971 or 1972.

Mr. Cooper inquired as to whether any economic analysis had been made. Mr. Mathes replied negatively. Mr. Jackson commented that the project has no priority in Oregon and probably the local people would be opposed to it. He suggested that (1) an investigation be made of the project by Oregon and, (2) that the attitude of Malheur County be determined.

Mr. Mathes remarked that in his opinion an economic analysis on the bridge probably would not look too good. Mr. Summers observed that there is competition between the towns in Oregon and Idaho in this vicinity. It was Mr. Gaffney's opinion that construction of this bridge would probably pick up considerable southbound traffic on Highway 95 from Washington headed onto I-80N. Mr. Symms mentioned again that the Idaho Board, if possible, would like to cooperate with the Idaho Counties and that there has been considerable pressure to construct the bridge. In his estimation he felt that construction would be justified by 1971 or 1972. Mr. Mathes pointed out that the Idaho people had supported construction of a new bridge at Ontario, and it is agreed the bridge is needed, but the Idaho people also want the bridge at Olds Ferry.

Mr. Flandro also commented on the fact that the Idaho people are very anxious for construction of the Olds Ferry Bridge and it is their contention that when construction of the Ontario Bridge was agreed upon, there was also an agreement to construct the bridge at Olds Ferry. He read an excerpt from the minutes of the Idaho Board of Directors concerning that matter. Mr. Gaffney re-emphasized that it would take at least four years for Idaho to raise the funds but the counties involved would not do so unless there is an agreement with Oregon for construction.

Mr. Jackson stated that the Oregon Commission is willing to cooperate on the Olds Ferry Bridge but the project is very low in Oregon's priority. Mr. Cooper suggested the Idaho and Oregon Highway Departments exchange information concerning the Olds Ferry Bridge so that an analysis can be made.

In response to an inquiry by Mr. Symms as to construction of the new bridge at Ontario, Mr. Cooper replied that the Oregon Department is ready to proceed in 1966. Mr. Symms stated that Idaho is prepared to act in the last quarter of 1966. Concerning the Idaho priority for the Ontario Bridge, Mr. Mathes remarked that it has an Idaho rating of 37 which is extremely low.

Mr. Jackson recalled that at a previous meeting with Idaho officials, it was considered that there would be some considerable time between construction of the two bridges and he inquired as to how long the Idaho people would wait. Mr. Summers replied that if a date of 1971 or 1972 could be set that it would probably be agreeable.

Mr. Jackson suggested that the two departments proceed as discussed and that the Oregon Commission would give them an early decision. Mr. Symms commented that he felt that if the Oregon Highway Commission could give them a date, even if it is not as soon as they had expected or would like, that they could live with it.

A joint meeting later in Ontario was suggested by Mr. Summers. Mr. Jackson commented that such a meeting could be advantageous if the exchange of information has taken place and there has been time enough to study it.

The meeting was adjourned at 2:30 p. m.

Floyd Query, Secretary
Oregon State Highway Commission

FQ:jf:fkn

cc Forrest Cooper
R. L. Porter

RECEIVED
MAR 2 - 1966
FOR FILING

123-1117
6963

Salem, Oregon
February 28, 1966

Mr. Ivan Merchant
Bridge Engineer

Mr. Cooper and I inspected the Snake River Bridge on Tuesday, February 22.

The westerly end of the bridge shall be at what is shown as Bent 2 on Drawing 20996.

Tom Edwards
Assistant State Highway Engineer

TE:jwa

cc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe

February 18, 1966

Oregon State Highway Commission

Gentlemen:

Attached is a copy of a letter from Mr. Wayne Summers, Secretary of the Idaho Board of Highway Directors, re our joint meeting on March 8.

I have made arrangements for their transportation to and from Salem.

We will host a luncheon meeting at the Marion Hotel at 12 noon following the regular meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attachment

cc: Floyd Query
R. L. Porter
Victor D. Wolfe

FN:bg

STATE OF IDAHO

IDAHO BOARD OF
HIGHWAY DIRECTORS

R. DOYLE SYMMS - CHAIRMAN
ERNEST F. GAFFNEY - VICE CHAIRMAN
C. ED FLANDRO - MEMBER

WAYNE SUMMERS - SECRETARY

E. L. MATHES
STATE HIGHWAY ENGINEER

DEPARTMENT OF HIGHWAYS

P. O. BOX 7129
BOISE, IDAHO 83707

February 15, 1966

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Dear Mr. Cooper:

The Board wishes to thank you for arranging for the Idaho Board to meet with the Oregon Commission on March 8.

It is kind of you to offer to furnish transportation from the airport, which will be particularly needed on the arrival flight to be with your Commission in time for lunch. We will arrive on United Flight 787 at 10:49 a.m. and will leave Portland at 6:40 p.m. on Flight 750. Yes, the lift back to Portland would be appreciated also.

The group will be composed of Board Chairman R. Doyle Symms of Caldwell; Board Vice-chairman Ernest Gaffney of Plummer; Board Member C. Ed Flandro of Pocatello; Ellis Mathes and myself.

Looking forward to seeing you and your Commission.

Cordially,

Wayne Summers

WAYNE SUMMERS, Secretary
Board of Highway Directors

RECEIVED
FEB 17 1966
OREGON
STATE HIGHWAY COMMISSION

February 10, 1966

Mr. Wayne Summers, Secretary
Idaho Board of Highway Directors
Post Office Box 7129
Boise, Idaho 83707

Dear Mr. Summers:

The Oregon State Highway Commission will be happy to host the Idaho Board of Highway Directors for a noon luncheon in Salem on March 8. This is the day of our regular Highway Commission meeting.

If you will advise us as to your time of arrival, we will have transportation available and arrange a luncheon, after which the Commission will be glad to discuss matters of mutual interest.

It would appear from your letter that you will wish transportation from Salem to Portland to catch the 6:40 p.m. flight.

Please give me the word, including the names of the people who will be in attendance from Idaho.

Very truly yours,

Forrest Cooper
State Highway Engineer

FC:fn

cc Commissioners

Floyd Query
R. L. Porter
Victor D. Wolfe

STATE OF IDAHO

IDAHO BOARD OF
HIGHWAY DIRECTORS

R. DOYLE SYMMS - CHAIRMAN
ERNEST F. GAFFNEY - VICE CHAIRMAN
C. ED FLANDRO - MEMBER

WAYNE SUMMERS - SECRETARY

E. L. MATHES
STATE HIGHWAY ENGINEER

DEPARTMENT OF HIGHWAYS

P. O. BOX 7129
BOISE, IDAHO 83707

February 7, 1966

REFERRED TO
Forrest Cooper
BY SECRETARY

Do you wish to answer this?
FC

Mr. Floyd E. Query, Secretary
Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Dear Mr. Query:

The Idaho Board of Highway Directors in their March 7 - 9 session would like to visit with the Oregon State Highway Commission at Salem on March 8 to discuss future planning of the Olds Ferry Snake River Bridge. This matter was discussed briefly by the two commissions while meeting in Boise November 13, 1962.

Plane flight schedules permit a meeting at your Commission's pleasure during the afternoon as arrival at Salem will be shortly before noon and departure from Portland at 6:40 p.m.

Should your Commission be in a position to spare an hour during the afternoon to discuss this subject and others of mutual interest, please advise.

Cordially,

Wayne Summers
WAYNE SUMMERS, Secretary
Board of Highway Directors

cc: Forrest Cooper, State Highway Engineer

RECEIVED
FEB 9 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 9 1966
OREGON
STATE HIGHWAY COMMISSION

39
1-25-66

February 7, 1966

Mr. Glenn L. Jackson, Chairman
c/o Pacific Power and Light Co.
216 West Main Street
Medford, Oregon

Dear Mr. Jackson:

Attached is a suggested portion of the minutes for January 25, 1966. This has been approved by Mr. Cooper.

The Bridge Division wishes to make application to the Army Corp of Engineers for a permit to construct a bridge across the Snake River at Ontario.

One of the Corp's requirements is a statement showing that the bridge has been approved. In the past, they have accepted a certified copy of the minute excerpt showing approval.

If you approve the excerpt, please so indicate on the attached copy of this letter and return it to me in the enclosed envelope.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:gc
Att.

Approved _____
Not approved _____

Glenn L. Jackson _____

Construction of a second bridge across the Snake River on the Ontario Spur of the Olds Ferry-Ontario Secondary Highway No. 455 in Malheur County was discussed. The Engineer stated that a survey has been completed for two additional traffic lanes on the Ontario Spur from its junction with I-80N to the Snake River. He recalled that this matter had been discussed by the Oregon Highway Commission with the Idaho Board of Highway Directors and that a suggestion had been made for a cooperative project for construction of the bridge in which the cost of the bridge would be shared equally by the State of Idaho and the State of Oregon. The cost of grading and paving in Oregon is estimated at $200,000 and Oregon's share of the bridge at $325,000, or a total cost to Oregon of $525,000. He also commented that the project can be financed either with State construction money or with Federal-aid. The State of Idaho has indicated that it can finance its portion in the latter part of 1966. It was his recommendation that the project be approved and that he be authorized to prepare an agreement with the State of Idaho for the bridge construction. The Commission accepted his recommendation.

FC:fn
2-3-66

RECEIVED
MAR 17 1966
IDAHO BOARD OF
HIGHWAY DIRECTORS
FYI - FILING

R. DOYLE SYMMS - CHAIRMAN
ERNEST F. GAFFNEY - VICE CHAIRMAN
C. ED FLANDRO - MEMBER
WAYNE SUMMERS - SECRETARY

STATE OF IDAHO

DEPARTMENT OF HIGHWAYS

E. L. MATHES
STATE HIGHWAY ENGINEER

P. O. BOX 7129
BOISE, IDAHO 83707

February 15, 1966

123-1117

6'11c3

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Dear Forrest:

I am enclosing for your information a copy of a letter from Idaho's Highway Board requesting a March 8 meeting with the Oregon Highway Commission.

The main purpose of a meeting would be to discuss the proposed Snake River Bridge in the vicinity of Olds Ferry and to inform the Oregon Commission of Idaho's interest in such a project. The local units of government on the Idaho side have pledged considerable support towards a bridge near Olds Ferry.

You will recall that Idaho had requested your concurrence in an extension of the Federal Aid Secondary System to accommodate the proposed bridge and a connecting route in Oregon. By letter of January 25 you suggested that action be deferred until a more favorable financial outlook is in prospect.

A joint meeting of Idaho's Board and Oregon's Commission should clarify the mutual position of the two States. It is important that an understanding be reached at this time.

I would also expect that some other items of general concern would be discussed.

Perhaps we will find an opportunity to visit briefly sometime prior to the proposed March 8 meeting.

Best regards.

Yours truly,

E. L. MATHES, P.E.
State Highway Engineer

RECEIVED
FEB 18 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 18 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 12 1966
FOR FILING

14 Feb 66

STATUS OF SNAKE RIVER NAVIGATION CHANNEL STUDY

1. Project As Authorized. Channel diversion 4 feet at low water by 40 feet wide in the project extends from backwater of Brownlee Pool to Ontario, Oregon. The navigable length of channel is 87 miles. The project involves some 93,000 cubic yards of gravels and rock removal at four locations, all below Weiser. The cost of this section of channel is $142,000 plus $9,000 for navigation aids.

123-FFF,
6963

Local interests have been requested to participate in the initial construction cost on a 50 percent participation basis or $35,500 for each state. The states have assured this local financial participation. Navigation aids were not considered a local responsibility initially, but may be assigned as local responsibility, pending a finding of the Chief of Engineers.

2. Extension Study. In the approval of the downstream section of channel, a stipulation also provided for investigation of the channel from Ontario to Marsing, a distance of 50 miles. The cost of the upstream channel excavation to Marsing is estimated at $413,600 plus navigation aids estimated at $25,000. The channel excavation would involve 107,000 lineal feet of gravel removal with no evidence of rock present.

3. Test Section. A test section of the channel connecting the approved reach of work with a new boat dock and ramp above Ontario is now being recommended. The section of channel covering 4 river miles will serve to more accurately establish the extent of channel filling and provide a sound basis for computing the annual maintenance. The test section also provides a purpose of connecting the new dock site to the downstream waterway. The work involves about 19,000 cubic yards of gravel excavation and is estimated to cost $27,200. Navigation aids for this extension is estimated at $6,000. Local interests would be requested to share in the initial construction cost in an amount of $13,600 or $6,800 for each state in addition to the costs assured for the downstream approved reach. The states will be approached on this matter during the coming week.

4. Local Participation.

	Federal	Idaho	Oregon	Total
Brownlee to Ontario, Approved Section	$ 71,000	$ 35,500	$ 35,500	$142,000
Ontario to Marsing, Extension Study	206,800	103,400	103,400	413,600
Test Section, Vicinity of Ontario	13,600	6,800	6,800	27,200

Local interests would be requested to participate to the extent of $42,300 in the approved reach below Ontario and the test section as an initial plan; and if later found acceptable, they would be requested to participate in the extension of channel to Marsing.

5. Channel Marking. A letter was forwarded to NPD on 2 February 1966 to ascertain the views of the Chief's office on whether local interests or the Federal Government may be required to mark a Federally constructed interstate waterway.

The cost of marking the navigation channel for the three units of work is as follows: Ontario to Brownlee Backwater - $9,000; Test Extension to New Boat Dock, Ontario - $6,000; Ontario to Marsing - $35,000.

6. Status of Work. Draft of report is complete. Responsibility in cost sharing of aids and financial feasibility of local participation to be determined. Meeting with states will be held in coming week to determine their views in the additional amount of participation amounting to $103,400 for each state. Also their view will be solicited on 4-mile extension to Ontario boat dock.

RECEIVED
FEB 15 1966

FOR FILING
Ontario
Bridges
Interstate
Snake
R.
L

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 14, 1966

SUBJECT:

To: F. B. Klaboe
Assistant State Highway Engineer
O F F I C E

In order that there may be no misunderstanding with respect to the construction of the bridge across the Snake River at Ontario, the proposal has always been that the structure would be financed equally by each of the two states and they in turn would build their own approaches.

Forrest Cooper
State Highway Engineer

FC:fn

cc R. L. Porter
Victor D. Wolfe

copies

REFERRED TO
Morgan - Merchant - Edw. - Lof.
BY ASST. STATE HWY. ENGR.
2-15-66

NOTED
F. B. KLABOE

RECEIVED
FEB 14 1966
FOR FILING

123-1117

6963

Salem, Oregon
February 11, 1966

Mr. F. B. Crandall
Traffic Engineer

9382

I need promptly an analysis and traffic projection which would evolve if a bridge were built across the Snake River at a location approximately one mile easterly of the junction of the Olds Ferry-Ontario Secondary with I-5.

This analysis should have comparable travel distances and costs which might generate through local use and from cars diverted from the freeway and Fruitland Junction in Idaho and the Olds Ferry Junction in Oregon.

I believe the Construction Division has some data concerning estimates of cost. Distances and travel times and projected volumes will be of prime importance.

Tom Edwards
Assistant State Highway Engineer

TE:jwa

cc Forrest Cooper
R. L. Porter
Victor D. Wolfe

123.11.1

6403

February 7, 1966

Mr. Floyd E. Query, Secretary
Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Dear Mr. Query:

The Idaho Board of Highway Directors in their March 7 - 9 session would like to visit with the Oregon State Highway Commission at Salem on March 8 to discuss future planning of the Olds Ferry Snake River Bridge. This matter was discussed briefly by the two commissions while meeting in Boise November 13, 1962.

Plane flight schedules permit a meeting at your Commission's pleasure during the afternoon as arrival at Salem will be shortly before noon and departure from Portland at 6:40 p.m.

Should your Commission be in a position to spare an hour during the afternoon to discuss this subject and others of mutual interest, please advise.

Cordially,

Wayne Summers

WAYNE SUMMERS, Secretary
Board of Highway Directors

cc: Forrest Cooper, State Highway Engineer

FORM E-128X DOM 7-66

RECEIVED
FEB 10 1966
STATE HIGHWAY COMMISSION
123-111
6963

COMMISSIONERS
GLENN C. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID W. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 7, 1966

Mr. K. N. Fridley, Member
P. O. Box 46
Wasco, Oregon

Dear Mr. Fridley:

Attached is a suggested portion of the minutes for January 25, 1966. This has been approved by Mr. Cooper.

The Bridge Division wishes to make application to the Army Corp of Engineers for a permit to construct a bridge across the Snake River at Ontario.

One of the Corp's requirements is a statement showing that the bridge has been approved. In the past, they have accepted a certified copy of the minute excerpt showing approval.

If you approve the excerpt, please so indicate on the attached copy of this letter and return it to me in the enclosed envelope.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED
FLOYD QUERY

FQ:gc

Att.

Approved X
Not approved ____

K. N. Fridley K N Fridley

RECEIVED
FEB 16 1966
OREGON
STATE HIGHWAY COMMISSION

Construction of a second bridge across the Snake River on the Ontario Spur of the Olds Ferry-Ontario Secondary Highway No. 455 in Malheur County was discussed. The Engineer stated that a survey has been completed for two additional traffic lanes on the Ontario Spur from its junction with I-80N to the Snake River. He recalled that this matter had been discussed by the Oregon Highway Commission with the Idaho Board of Highway Directors and that a suggestion had been made for a cooperative project for construction of the bridge in which the cost of the bridge would be shared equally by the State of Idaho and the State of Oregon. The cost of grading and paving in Oregon is estimated at $200,000 and Oregon's share of the bridge at $325,000, or a total cost to Oregon of $525,000. He also commented that the project can be financed either with State construction money or with Federal-aid. The State of Idaho has indicated that it can finance its portion in the latter part of 1966.. It was his recommendation that the project be approved and that he be authorized to prepare an agreement with the State of Idaho for the bridge construction. The Commission accepted his recommendation.

FC:fn
2-3-66

FORM E-122X 80M 7-65

RECEIVED
FEB 14 1966
FOR FILING

COMMISSIONERS:
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WESTON
DAVID B. SIMPSON, MEMBER
PORTLAND

103-1117
1713

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 7, 1966

Mr. Glenn L. Jackson, Chairman
c/o Pacific Power and Light Co.
216 West Main Street
Medford, Oregon

Dear Mr. Jackson:

Attached is a suggested portion of the minutes for January 25, 1966. This has been approved by Mr. Cooper.

The Bridge Division wishes to make application to the Army Corp of Engineers for a permit to construct a bridge across the Snake River at Ontario.

One of the Corp's requiremants is a statement showing that the bridge has been approved. In the past, they have accepted a certified copy of the minute excerpt showing approval.

If you approve the excerpt, please so indicate on the attached copy of this letter and return it to me in the enclosed envelope.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

Att.

NOTED
FLOYD QUERY

Approved ✓
Not approved ____
Glenn L. Jackson _____

RECEIVED
FEB 14 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 26 1966
FOR FILING
128-1117
6963

January 25, 1966

J49K

Mr. J. F. Pearring
Planning and Traffic Engineer
Idaho Department of Highways
Post Office Box 879
Boise, Idaho 83701

Dear Mr. Pearring:

Reference is made to your letter of last fall concerning the possibility of a Federal-aid Secondary route between Cobb, Idaho, and a connection with U130 easterly of Olds Ferry.

Based on rather meager information, it appears that this plan would involve an expenditure of $500,000 to $600,000 on the part of the State of Oregon. This would be somewhat difficult for us to undertake in the near future. We have a great many deficiencies on our Federal-aid Secondary system, some of which carry rather high volumes of traffic. Until some of the obsolete sections can be modernized, we are reluctant to add another segment to our network. It may be that at some future time, traffic demands would indicate consideration of a bridge in the Cobb area. In the interim, the area is reasonably well served by the existing Weiser structure. I would suggest that action on this matter be deferred until such time as a more favorable financial outlook is in prospect.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: R. L. Porter
F. B. Klaboe
Victor D. Wolfe
A. F. Parson

RLP:ms bg

FORM S-90 REV 3-58 SP*6470-754

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 24, 1965

SUBJECT: Snake River Crossing
at Cobb, Idaho

To: Mr. F. D. Morgan
Construction Engineer

BUILDING

An "off the ceiling" estimate was made for Oregon's share of the costs with respect to the proposed extension of Idaho FAS Route 3876 at Cobb, Idaho to tie into the Olds Ferry-Ontario Highway about a half mile easterly of FAI-80N near Olds Ferry. The estimate was prompted by an inquiry from Idaho in regard to providing their Washington County with a more direct connection to the Interstate Highway.

Based upon a 1000-foot bridge over the Snake River at the site of the proposed crossing, the Bridge Division has estimated a total cost of $840,000 for the structure -- Oregon's share is assumed to be 50 per cent of this cost or $420,000. Cost of the approach (Oregon side) would amount to about $100,000. Total cost to Oregon would then be in the neighborhood of $520,000.

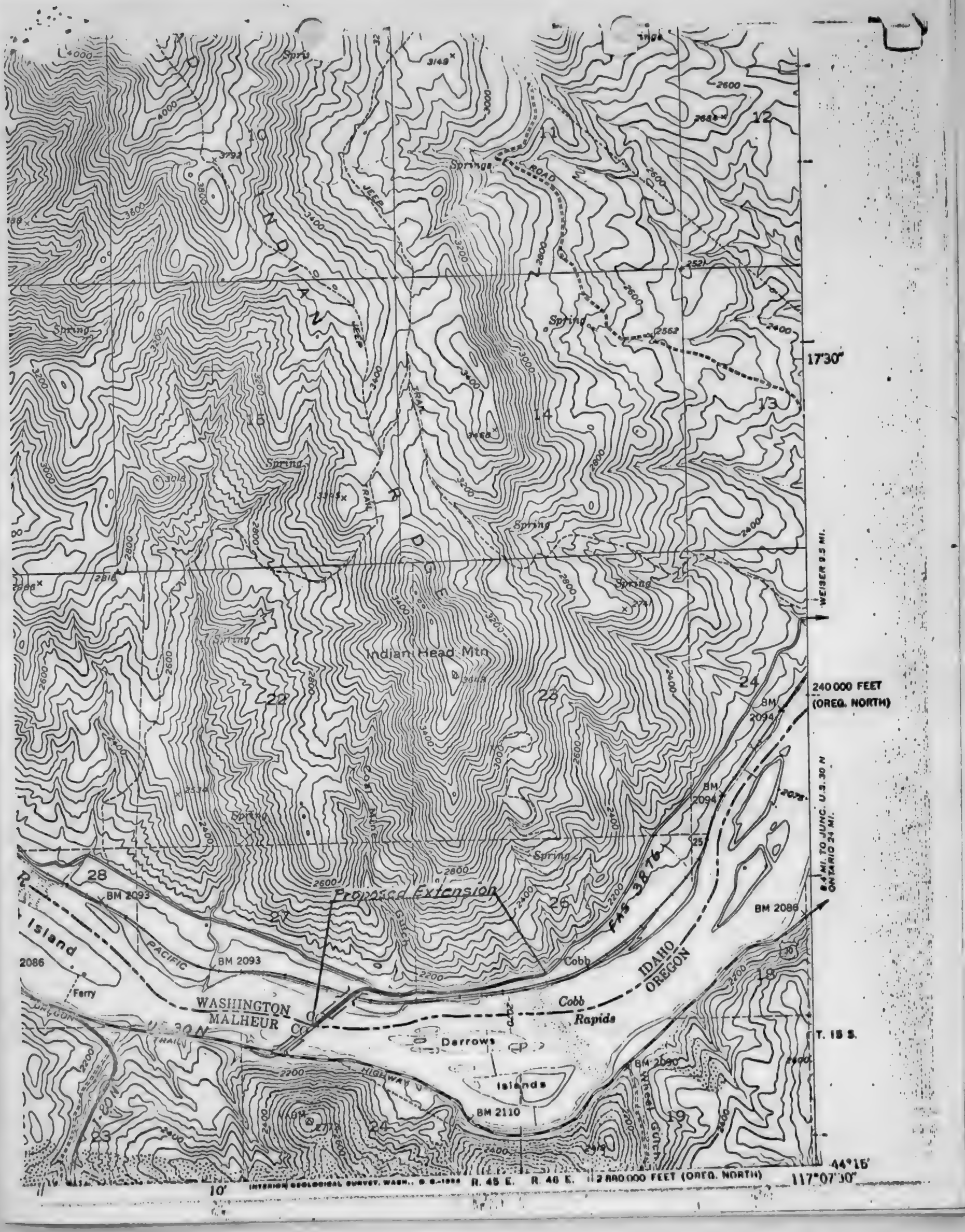
It is emphasized that this is preliminary only and no attempt was made to "nail it" down. A more thorough investigation may bring to light facts not apparent on this cursory look. It will take a minimum of 6 to 8 weeks to have topographic mapping prepared depending on the urgency of the FAI-205 mapping. If it is desirable to have the more thorough investigation, steps will be taken to have the necessary mapping done.

A small scale map is attached showing the approximate site of the proposal.

W. H. Tebeau

W. H. Tebeau
Preliminary Studies Engineer

WHT:bjm
Attachment


INDIAN
RIDGE
Indian Head Mtn.
Spring
JEEP
TRAIL
ROAD
Proposed Extension
PACIFIC
WASHINGTON CO
MALHEUR CO
IDAHO
OREGON
Cobb
Cobb Rapids
Darrows
Islands
Ferry
Island
Wheel Gulch
HIGHWAY
BM 2093
BM 2094
BM 2086
BM 2110
FAS 3876
WEISER 9.5 MI.
84 MI. TO JUNC. U.S. 30 N ONTARIO 24 MI.
240 000 FEET (OREG. NORTH)
T. 15 S.
R. 45 E.
R. 46 E.
17°30"
44°15'
117°07'30"
10'

RECEIVED
JAN 14 1966
FOR FILING

Const
Bridges
Interstate

Snake R.

1p

January 14, 1966

Oregon State Highway Commission

Gentlemen:

A survey has been completed for four-laning the Ontario Spur Highway in Malheur County from I-80N across the Snake River into Idaho. A public hearing is not required.

The State of Idaho has suggested a cooperative job for constructing a second structure across the Snake River to accommodate the additional two lanes of traffic. The cost of this bridge would be shared on the basis of each state paying for the portion within their respective states, which would be approximately 50 percent each. We would also be required to construct two additional lanes from the end of the bridge to Interstate I-80N.

The estimated cost of this project is $200,000 for grading and paving and $325,000 for Oregon's share of the interstate bridge, for a total cost to Oregon of $525,000.

I recommend your approval of this project and request that you authorize me to prepare an agreement with the State of Idaho along these lines. This project can be financed either with the state construction money or with federal-aid. This matter will be on the agenda at the January 25 Commission meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
D. H. Moehring
C. H. Maison
A. F. Parson

DMB:rw/FBK:srb bg

RECEIVED
DEC 30 1965
FOR FILING

123-1117

6465

December 29, 1965

Mr. H. F. Legue, Secretary
Ontario Chamber of Commerce
Moore Hotel Building
Ontario, Oregon

Dear Hap:

In reply to your letter of December 21, the Oregon State Highway Commission has repeatedly stated that it will construct the new Ontario Bridge when the State of Idaho indicates its ability to finance its share.

Oregon has never made any allocation of funds for a bridge at Weiser.

Happy New Year.

Very truly yours,

Forrest Cooper
State Highway Engineer

FC:fn

cc R. L. Porter
F. B. Klabee
Victor D. Wolfe
A. F. Parson

ON THE OLD OREGON TRAIL

ONTARIO

CAPITAL OF
EASTERN OREGON

Chamber of Commerce

MOORE HOTEL BUILDING
ONTARIO, OREGON

Dec. 21, 1965

Forrest Cooper, Engineer
Oregon State Highway Department,
Salem, Oregon

Dear Mr. Cooper,

We are enclosing an article from the Boise paper that is self explanatory. The Idaho Highway Board has gone on record that they will ask for your cooperation on a bridge at Olds Ferry. The Weiser delegation chooses to forget that prior verbal commitments agreed on the construction of four joint bridges across the Snake: Weiser, Payette, Ontario and Nyssa. The other three have been built leaving the local bridge unconstructed.

A group of Ontario and Payette businessmen joined forces to visit the Idaho Highway Board on Nov. 16 and strange as it may seem asked for the same program, construction of our bridge and the Payette-Gayway Corner Highway at one and the same time. They admitted that it would take six months longer to build the Snake River Bridge with implications that it could be started six months earlier than the other work so that they could be completed at about the same time.

We understand that the Payette Chamber is sending a delegation to Boise today to ask that the Idaho Highway Board lay off our bridge until the Idaho State Highway Board can assure them that our bridge will not be completed ahead of their own projects.

So we are appealing to you to get work started on this bridge by the middle of 1966 and that could have some favorable influence on the Idaho Board to speed up their efforts on that side of the river.

As far as spending Malheur County allocation of any funds for the Old's Ferry bridge, we feel there are many more improvements to be made that would be far more beneficial, such as an alternate 95 up Succor Creek Canyon, realigning Brogan Hill, a possible shortcut from the area of Willow Creek on U. S. 26 to Statnton Overpass on U. S. 80N and some more improvements to the Harney County line beyond Juntura.

With all best wishes for a Merry Christmas and a Happy

Sincerely,

H. F. Logue, Secretary

RECEIVED
DEC 23 1965
OREGON
STATE HIGHWAY COMMISSION

DEC 23 1965

RECEIVED
DEC 16 1965

133-111
6463

Salem, Oregon
December 14, 1965

Mr. Ivan Merchant
Bridge Engineer

I believe it appropriate to have the Ontario Bridge design complete by May 1, 1966.

Will you please take the necessary steps.

Tom Edwards
Assistant State Highway Engineer

TE:jwa

cc Forrest Cooper
R. L. Porter
Victor D. Wolfe

Klaus
your information

November 15, 1965

Mr. C. Lloyd Castner
City Superintendent
Office of the City Superintendent
Ontario, Oregon 97914

Dear Superintendent Castner:

Yours of November 13 with the attached Ontario City Council resolution of November 1 has been received and read by the Board. The Board would like to emphasize that the Ontario Bridge construction has not been postponed and the Idaho Department of Highways is still planning to put that structure and the U.S. 95 improvement from Gayway Junction to Payette under contract sometime during the later part of 1966.

This target date is subject, of course, to the acquisition of all rights of way required, as under Idaho law no project may be brought to contract stage until all right of way has been cleared by acquisition. Idaho statutes, as you probably know, are entirely different in this regard as Oregon law allows right of way to be taken and matters of disagreement as to compensation adjudicated afterwards in court. The Board would like to repeat that it is the Department's and the Board's intention that the two projects should be coordinated and the contracts let at approximately the same time barring any right of way complications.

The above target date is the same as that taken by the Board regarding the Ontario Bridge in 1962 when the Oregon and Idaho Highway Commissions met jointly in Boise concerning a new bridge across the Snake River just easterly of Ontario.

The Board appreciates this opportunity to clear the impression of postponement inferred in your letter of November 13.

RECEIVED
NOV 18 1965
OREGON
STATE HIGHWAY COMMISSION

Cordially,

R. DOYLE SYMMS, Chairman
Board of Highway Directors

RECEIVED
NOV 19 1965
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

bcc: Mr. Glenn L. Jackson
Mr. Forrest Cooper

RECEIVED
JUL 2 - 1965
COMMISSIONERS

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

Bridges
Milwaukie

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 30, 1965

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

NOTED
R. L PORTER

Mr. J. F. Pearring
Planning & Traffic Engineer
Department of Highways
P. O. 879
Boise, Idaho 83701

Dear Mr. Pearring:

In reply to your letter of June 9, 1965, I am attaching two copies of a layout sheet of the proposed Snake River Bridge. This layout sheet shows a 32-foot roadway with a new structure located 50 feet center to center from the present structure and to the south side. Also attached is an estimate sheet showing an estimated cost of $635,700. Also attached are two copies of our vicinity map of the bridge drawing number 18763 and two copies of drawing number 18762 vicinity map and profile which also shows a typical section to be constructed on the Oregon side of this structure.

The actual design of the structure has not been started and it would require approximately six months between the time that Idaho advises they wish to go and the date possible for advertising. This would be dependent, of course, upon our ability to finance the Oregon part at that time. If additional information is desired, please let us know.

Very truly yours,

Forrest Cooper
State Highway Engineer

By D. J. Barbee

D. J. Barbee
Ass't. Construction Engineer

DJB:rw

Attach.

cc: Forrest Cooper
R. L. Porter
Tom Edwards
F. B. Klaboe
Ivan Merchant

RECEIVED
JUL 2 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 1 - 1965
FOR FILING
Coast
Bridge
Interstate

Salem, Oregon
May 28, 1965

R. L. Porter
Deputy State Highway Engineer
O F F I C E

Will you please have the Ontario Bridge across the Snake River designed and transmit to Ellis Mathes, State Highway Engineer of Idaho, copies of the preliminary plans and also the final plans as soon as they are available. If there is to be a substantial delay, please discuss the matter with me.

Forrest Cooper
State Highway Engineer

FC:fn

cc Tom Edwards
Victor D. Wolfe

RECEIVED
NOV 16 1965
FOR FILING
123-1117
6963

November 15, 1965

Mr. C. Lloyd Castner
City Superintendent
City of Ontario
City Hall
Ontario, Oregon 97914

Dear Mr. Castner:

I have your letter of November 13 in which you refer to the construction date for the bridge across the Snake River at Ontario.

To the best of my knowledge, there has been no change in the status of this proposed project which has had the tentative approval of the Oregon State Highway Commission.

As this is a joint venture with the State of Idaho, construction must await the securing of the necessary funds by the Idaho Board. The Idaho people have indicated approval of the project in the year 1966, probably during the last half of the calendar year.

You state that it is your understanding that the Idaho State Highway Board has proposed to postpone construction of the bridge. If you would give me the source of this information, I would be glad to check it to see if it has any substance.

Very truly yours,

Forrest Cooper
State Highway Engineer

FC:fm
cc R. L. Porter
Tom Edwards
F. B. Kinbee
Victor D. Wolfe
H. S. Cox
A. F. Parsons

CITY OF

Ontario..... THE CAPITAL OF EASTERN OREGON

FROM THE OFFICE OF CITY SUPERINTENDENT
PLEASE DIRECT ALL CORRESPONDENCE
ON THIS MATTER TO THE ABOVE.

ONTARIO, OREGON
97914

November 13, 1965

Mr. Forest Cooper, State Highway Engineer
State Highway Department
Salem, Oregon 97310

Dear Mr. Cooper:

The Ontario City Council at its meeting on November 1st passed the attached resolution encouraging the Oregon State Highway Commission and the Idaho State Highway Board to proceed with the construction of the new Snake River Bridge on Highway 30 near Ontario. It is my understanding that the Idaho State Highway Board has proposed to postpone construction of the Bridge.

We certainly feel that it is important that construction proceed as planned and not be further delayed.

Very truly yours,

C. Lloyd Castner

C. Lloyd Castner
City Superintendent

CLC:ws
Encl.

RECEIVED
NOV 15 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 15 1965
OREGON
STATE HIGHWAY COMMISSION

NOTED
FORREST COOPER

RESOLUTION

WHEREAS, the bridge across the Snake River East of Ontario, Oregon, is narrow and hazardous, and the use of said bridge is increasing daily; and,

WHEREAS, the City Council is informed that the construction of said bridge to accommodate the present and future travel thereon is planned for the year 1966; and,

WHEREAS, the States of Idaho and Oregon are now engaged in a highway and bridge construction program with federal assistance, and construction of said bridge is properly a part of said program; and,

WHEREAS, reports have come to the City Council of Ontario that efforts are being made to delay the commencement of construction of the bridge until 1967, and such delay, if granted, will further endanger the lives and property of many Oregon and Idaho residents who use said bridge daily,

NOW, THEREFORE, IT IS HEREBY RESOLVED:

1. That the State Highway Commission of Oregon and the State Highway Board of Idaho be and they are hereby urged to authorize the construction of the bridge across the Snake River immediately East of Ontario, Oregon, during the year 1966.

2. Each of the States are hereby urged and requested to deny any requests, recommendations or urging for a delay in the construction of said bridge beyond the year 1966.

3. That this Resolution is being passed and adopted by reason of honest concern for the lives and property of citizens and residents of Idaho and Oregon who use said bridge daily despite its hazardous condition.

4. That a copy of this Resolution be executed by the Mayor and City Recorder and be mailed by registered mail to the agencies of Idaho and Oregon charged with the responsibility of construction roads and bridges in the respective states.

Passed and adopted this 1st day of November, 1965, by the following vote:

Ayes: Councilmen Cates, Bellows, Holloway, Turner and Powell

Nayes: None

Absent: Councilman Echanis

Morgan G Beck
MAYOR

ATTEST:

Nadine A Thompson
City Recorder

RECEIVED
NOV 15 1965
OREGON
STATE HIGHWAY COMMISSION

LGM CNM

RECEIVED
JUN 7 - 1965
FOR FILING

123-1117

BNT LAG COON CON ONT 14 6-7-65

TOM EDWARDS

INFO COPY - A F PARSON

IVAN MERCHANT

REFER MR CANNON'S [illegible] DATED 6-4-65.

REGARDING HIGH WATER ELEVATION AT SNAKE RIVER BRIDGE (ONTARIO-PAYETTE) BELIEVE THAT 1954 HIGH WATER ELEVATION PREVIOUSLY SUBMITTED 1500' UPSTREAM CLOSE TO THAT AT BRIDGE DUE TO CHARACTERISTICS OF STREAM CHANNEL - THERE IS QUITE A DROP AT STRUCTURE DUE TO PREVIOUS FLOOD DEPOSITS. THIS COULD INCREASE VELOCITY DURING HIGH WATER AND POSSIBLY CAUSE TURBULENCE THAT WOULD SCOUR FOOTINGS.

ONE OF THE WORST POSSIBLE CONDITIONS THAT COULD HAPPEN TO A STRUCTURE DUE TO DRIFT OF ICE, ICE JAMS ETC. WAS WHEN I FIRST MOVED TO ONTARIO IN JANUARY, 1962. THERE WAS SOME SUBZERO TEMPERATURES - 20° OR LOWER FOR APPROXIMATELY 10 DAYS, STARTING JANUARY 18 TO °-/XXX JANUARY 29 - TEMPERATURE NEVER ABOVE 20° AT ANY TIME AND TEMPERATURE WAS LOWER THAN THIS DURING NIGHTS.

IN CHECKING WITH LOCAL NEWSPAPER ON JUNE 5, 1965, I FOUND PICUTRE TAKEN JANUARY 29, 1962 SHOWING SOLID ICE FROM BANK TO BANK AT SAID ONTARIO-SNAKE RIVER BRIDGE. WILL BE ABLE TO OBTAIN PRINT OF THIS PICTURE. THIS DATE OF JANUARY 29, 1962 WAS PRIOR TO TIME ICE STARTED MOVING.

AFTER ICE STARTED MOVING AND JAMMING AT VARIOUS LOCATIONS BOTH ABOVE AND BELOW SAID BRIDGE, THERE WAS CONSIDERABLE HELICOPTER ACTIVITY IN AREA SO AM SURE THAT ARMY ENGINEERS HAVE AERIAL MAPS OF ENTIRE RIVER AFFECTED BY MOVING ICE JAMS.

PLAN TO GO TO BOISE LATER TODAY AND GET ALL INFORMATION AVAILABLE FROM ARMY ENGINEERS, IDAHO STATE HIGHWAY DEPARTMENT AND BUREAU OF RECLAMATION, ALL OF WHICH HAVE OFFICES IN BOISE.

XXXXXXXXX
P F BURNETT
MHO3.)+.:,.

Mo. Dept
6-7-65

NOTED
TOM EDWARDS

RECEIVED
MAY 10 1965
FOR FILING
123.1417
M.6963

May 7, 1965

Hon. Morgan C. Beck, Mayor
City of Ontario
City Hall
Ontario, Oregon

Dear Mayor Beck:

Reference is made to your May 3 letter relative to the proposed new bridge across the Snake River on US)0 easterly of Ontario.

This proposal is to be a joint project between the states of Oregon and Idaho. The Oregon Highway Commission has indicated that as soon as Idaho is ready to proceed, it would finance Oregon's share. The Idaho people have told us on several occasions that they intend to include it in their budget in the year 1966 and I am sure that they will do so.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc R. L. Porter
F. B. Klaboe
Victor D. Wolfe
A. F. Parsons

RLP:ms fn

CITY OF

Ontario.... THE CAPITAL OF EASTERN OREGON

FROM THE OFFICE OF Morgan G. Beck, Mayor
PLEASE DIRECT ALL CORRESPONDENCE
ON THIS MATTER TO THE ABOVE.

ONTARIO, OREGON
97914

May 3, 1965

Mr. Forrest Cooper
State Highway Engineer
State Highway Building
Salem, Oregon

Dear Mr. Cooper:

Porter

Construction of a new bridge over the Snake River between Ontario and Payette, Idaho on U.S. Highway 30 has received considerable attention by the Highway departments of the two States as well as the local communities. A few years ago we were assured that the construction would begin in the calender year 1966. It would be helpful to me to have this date confirmed so that I may pass it on to others in the community.

copy to FC

Very truly yours,

Morgan G. Beck

Morgan G. Beck
Mayor

MGB/bmg
cc: Mr. A.M. Parsons

RECEIVED
MAY 5 1965
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. FORTER

RECEIVED
APR 12 1965

FORM E-30 50M 12-63 54676

FOR FILE

1 153 1117

1 7 3

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

April 9, 1965
Salem, Oregon

To: MEMO TO FILE

SUBJECT: File No. 36178
Snake River Bridge Section
Olds Ferry-Ontario Highway
Malheur County

I discussed the question of title to this island with A. R. Panissidi of the State Land Board. He had an aerial photo of this area taken in July of 1954, indicating that this was not above the water. This, of course, would also be at the time of low water. Therefore, in their opinion, this is an island which has risen directly from the bed of the river. Under this set of circumstances, there could be no private rights in the island, but it would be owned by the State.

He is willing to admit that under a recent Attorney General's opinion, the State Land Board cannot charge the State Highway Commission with the cost of our use of the island for highway purposes. This would certainly, however, indicate that there are no private rights involved in the island and that releases from the owners of the mainland would not be essential.

James R. Kuhn

JAMES R. KUHN
Staff Attorney

JRK:kr

cc Mr. K. A. Chatwood

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Revised

Page 1 of 4 Pages

RECEIVED
JAN 25 1965
FOR THE ENGINEER

Section SNAKE RIVER BRIDGE Highway ONTA. JUNCT. - ONTARIO (FA 1) County MALHEUR Proj. No. 67-A-113

Res. Engr. P. E. BURNETT Approx. Length 1.0 Miles. M.P. 27.47 to M.P. 28.47 Date 1-13-65

Truck A.D.T. 375 Traffic Coefficient 9.5 18 kip s.a. per day 262.5.

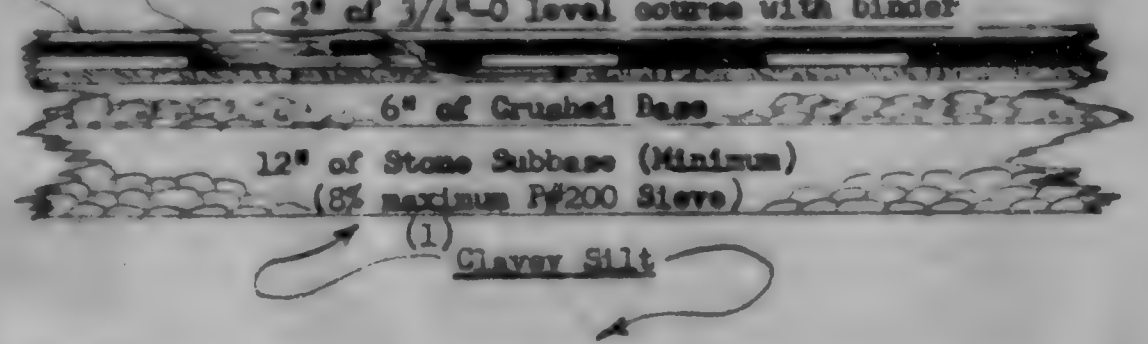
Annual Precipitation 11" Frost Penetration 24".

(1)
Typical Soil
29 LL
11 PI
100 %P 10
83 %P200
0 %Gravel
2 % Sand
15 % Sand
58 %Silt
25 %Clay
12 "R" Value (Corrected)

AASHO CLASSIFICATION:
A-6 (8)

MATERIAL SOURCES:
To be determined by the Engineer.

New Work


1½" of A.C. (Final Stage)
3½" of A.C. (Immediate)
2" of 3/4"-0 level course with binder
6" of Crushed Base
12" of Stone Subbase (Minimum)
(8% maximum P#200 Sieve)
(1)
Clayey Silt

Note:
The "Existing Roadway" will be incorporated into the new project. The depth of A.C. required for the overlay will be furnished in a supplemental report as soon as the condition survey is completed.
This supercedes Project Base Design dated 3-20-64.

CBR Total Req.	Credit Thick.	Actual Thick.	
	3	1½	AC (Final)
	7	3½	AC (Imd)
	2	2	Level
	6	6	Cr. Base
	12	12	Stone Subbase
30	30	25	

NOTED
LLOYD P. SHAW

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Chief Locating Engineer
Rural Engineer

Submitted by E. J. Ley for Staff Assistant

Recommended by Engineer of Materials

Recommended by Construction Engineer

Approved by Asst. State Highway Engineer

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Section SNAKE RIVER BRIDGE Highway SODDUS ROADS County _____ Prefix _____

Res. Engr. _____ Approx. Length _____ Miles. Sta. _____ to Sta. _____ Date _____

Truck A.D.T. See below Traffic Coefficient _____ 18 kip s.a. per day _____.

Annual Precipitation _____ Frost Penetration _____.

(1) Typical Soil	Truck A.D.T.	Wear. Surf.	Leveling	Base	Stone Subbase	CBR Total Req.	Credit	Actual Thick.	
LL									
PI	90 - 240	3½"	2"	6	12" min.	27		23½	
#P 10	30 - 90	3 "	2"	6	10" min.	24		21	
See #P200	8 - 30	2 "	2"	6	9" min.	21		19	
Page #Gravel	1 - 8	1½"	2"	6	6½" min.	17½		16	
1 #S Sand	Cars Only	1½"	2"	6	4" min.	15		13½	
#F Sand									
#Silt									
#Clay									
"n" Value									
(Corrected)									

Should an oil mat or gravel wearing surface be substituted in place of A.C., the total thickness would be equal to the depth indicated in the "Crushed Base Total Requirement" Column.

AASHO CLASSIFICATION:

SECTION: SNAKE RIVER BRIDGE

HIGHWAY: OLDS FERRY - ONTARIO (FA 1)

COUNTY: MALHEUR

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT 6000 (Total)

B. Future ADT 9000 (Total)

C. Mean ADT 7500 $(\frac{A+B}{2})$

D. Design Period 20 Years

E. No. of Lanes 4

F. Percent Trucks 10 (ADT Basis)

G. Trucks (in one direction) $\frac{F}{2}$= 5% x (C) 7500 = 375

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 375 x (H) 100 % = 375

TRAFFIC COEFFICIENT = $K (I)^{0.119}$

where K = 4.669

= 9.5

SECTION: SNAKE RIVER BRIDGE

HIGHWAY: OLDS FERRY - ONTARIO (FA 1)

COUNTY: MALHEUR

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: None made - see remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. & P.C.C.
7. Stage Construction: Part of design
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: Not applicable
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable
13. Traffic Safety: Not applicable
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Not a problem

CONCLUSION AND REMARKS:

A.C. is recommended for the following reason:

This project consists of widening an existing two lane facility to four lanes. The present roadway (P.C.C. 16' width) will be incorporated into the new work with the addition of an A.C. overlay.

RECEIVED
MAR 20 1964
FORM E-30 9OM 12-63 84670
FOR FILING

123 1117
6/16 3

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 19, 1964

SUBJECT:

To: MEMO TO FILE

Wayne Summers, Secretary of the Idaho Board of Directors, Boise, called this date and stated that a delegation had appeared before the Board on Tuesday of this week asking Idaho's position with respect to the new bridge at Ontario.

Mr. Summers told me that the Board informed the group that as soon as they were "underway" on a new road from Fruitland Junction northerly to Payette that they would be in a position to finance the bridge and would proceed to work out an agreement with Oregon. Apparently no time schedule was mentioned.

Forrest Cooper
State Highway Engineer

FC:fn

cc R. L. Porter
Victor D. Wolfe

RECEIVED
JAN 7 1964
FOR FILING

122.117
6-4-65

January 7, 1964

Mr. H. F. Logue, Secretary
Ontario Chamber of Commerce
Moore Hotel Building
Ontario, Oregon

Dear Hap:

I write this to inform you as to the status of the proposed Snake River Bridge easterly of Ontario.

As you of course know, this is an Interstate project and requires joint action of the Oregon State Highway Commission and the Idaho Highway Board of Directors.

On November 13, 1962, at a joint meeting with the Idaho Board, the Oregon State Highway Commission announced that it was ready and willing to construct a new bridge at Ontario as soon as participation could be had by the Idaho Board.

The Oregon State Highway Commission has never changed its thinking with respect to this project and is still ready and willing to proceed when Idaho is financially able to participate. While we do not have a definite commitment from the Idaho people, they have told us that they favor the project and will arrange financing as soon as previous commitments will allow. There is no question as to the need for a new structure and our Commission and the Idaho Board are in accord. The only problem is one of financing in Idaho.

I have stated our Commission's thinking on several occasions and reiterate it in this letter. I believe that any statement re Idaho's position should be made by it.

If there is anything that is not clear to you concerning this matter, I shall be happy to attempt to clear it up.

Very truly yours,

Forrest Cooper
State Highway Engineer

FC:fn

bc Mr. G. Bryce Bennett
Commissioners
R. L. Porter
Victor D. Wolfe
Copy sent to Sen. Yturri 1-24-64 CD

RECEIVED
DEC 9 - 1963
FOR FILING

123.111
1963

Salem, Oregon
December 6, 1963

Mr. F. D. Morgan
Construction Engineer

BUILDING

Attention: Mr. John Oakes

The Department has been advised that the State of Idaho may be able to participate in a new Snake River Bridge on the Idaho Avenue route in Ontario in calendar 1966.

In preparing future programs, please make allowance for this project.

R. L. Porter
Deputy State Highway Engineer

RLP:ms

cc Mr. Lloyd P. Shaw
Mr. I. D. Merchant

RECEIVED
NOV 15 1963
FOR FILING

IDAHO BOARD OF
HIGHWAY DIRECTORS

WALLACE C. BURNS - CHAIRMAN
ERNEST F. GAFFNEY - VICE CHAIRMAN
R. DOYLE SYMMS - MEMBER

WAYNE SUMMERS - SECRETARY

123-1101
4162

STATE OF IDAHO

DEPARTMENT OF HIGHWAYS

P. O. BOX 879
BOISE, IDAHO

G. BRYCE BENNETT
STATE HIGHWAY ENGINEER

November 12, 1963

Mr. Forrest Cooper
State Highway Engineer
Oregon Department of Highways
Salem 10, Oregon

Dear Mr. Cooper:

Reference is made to yours of October 29th inquiring as to the timing that the Idaho Department of Highways may anticipate participating in the Ontario Bridge, which was discussed in the recent meeting of the Idaho Board of Highway Directors.

Barton

It appears at this time that 1966 would be the earliest that the Board can see its way clear to participate with Oregon in this structure. The Board is committed, at the same time or prior to building the Ontario Bridge, to improve and/or relocate US 95 between Interstate Route 80N Jct. - US 95 Jct. and Payette.

Route studies for this section have not been completed and a public hearing has to be held at Fruitland in this regard before construction can begin. These things will be expedited, but budgeting of funds will probably preclude construction before 1966.

Copy to Commissioners
11-15-63

NOTED
R. L. PORTER

NOTED

Pay us a visit in '63

I hope you will appreciate our problems of priority and planning in this instance. We appreciate your fine cooperation in the past and assure you of our continued cooperation and interest in joint problems.

Cordially,

WAYNE SUMMERS, Secretary
Board of Highway Directors

RECEIVED
NOV 14 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 14 1963
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 30 1963
FOR FILING

October 29, 1963

Board of Highway Directors
State of Idaho
Post Office Box 879
Boise, Idaho

Gentlemen:

On November 13, 1962, a joint meeting was held between the Idaho Board of Highway Directors and the Oregon State Highway Commission in Boise to discuss, among other things, the construction of a new bridge across the Snake River just easterly of Ontario.

At the time of the meeting, the Idaho Board indicated a willingness to participate in this joint venture but stated that it was short of funds and could not finance the project at that time.

A tentative proposal was made that, if it were possible to work out financing through the Bureau of Public Roads, the State of Oregon would be willing to proceed with the construction, receiving reimbursement from the State of Idaho as funds were available. It was decided at the meeting to take no further action until the Idaho Board was in better condition financially to undertake the project.

There has been considerable agitation of late in the Ontario area to reactivate this project. As considerable time has passed since the meeting, the State Highway Commission has asked that I write to you to determine if it is possible at this time to undertake this project and if not what the prospects are for financing this work in the not-too-distant future. I know that you are aware of the deficiencies on the existing structure and the traffic volumes so I will not go into details.

It is the hope of the Oregon State Highway Commission that this much-needed project can be advanced to the construction stage. Will you please advise me.

Very truly yours,

Forrest Cooper
State Highway Engineer

FC:fn
cc Commissioners
R L. Porter
P. M. Stephenson
Victor D. Wolfe

bc G. Bryce Bennett

October 22, 1963

Mr. H. F. Logue, Secretary
Ontario Chamber of Commerce
Moore Hotel Building
Ontario, Oregon

Dear Mr. Logue:

This is in answer to your letter of October 15 relative to the Ontario Bridge.

We seem to have reached an impasse with the Idaho Commission relative to their participation in the bridge, however, we are getting in touch with the Idaho Commission in an attempt to re-establish the schedule which was tentatively agreed upon during our meeting with the Commission in Boise last year.

We are fully conscious of the merits of the project and certainly are not attempting to sidetrack its early activation.

Very truly yours,

H.Jackson
en

ON THE OLD OREGON TRAIL

ONTARIO

CAPITAL OF
EASTERN OREGON

Chamber of Commerce

MOORE HOTEL BUILDING
ONTARIO, OREGON

October 15, 1963

Glenn L. Jackson, Chairman
Oregon State Highway Commission,
Medford, Oregon

Dear Mr. Jackson,

Some of the members were wondering what had happened to the progress we seemed to be making in getting a new bridge across the Snake River east of town. So they had me write a letter to our State Highway Engineer Forrest Cooper asking him to give us any information he might be able to divulge.

In due time we received his reply which was like pouring cold water on any aspirations we might have for an early start on this project. He said the state had made the surveys and were ready to do their part but would have to wait upon Idaho to assume their share of the undertaking.

We all realize if we have to wait for their cooperation on financing that we will never have a bridge built. In the meantime we continue to have wrecks on the outmoded bridge and Idaho shoppers who would like to do some of their trading here bypass us to go on to Payette or go the other way to Caldwell or even Boise.

When you were here a couple years ago you made the statement that the way to get the bridge built was to advance all the money and when the time came for the Farewell Bend bridge to be built, then Idaho would have to put up all the money for that structure.

We would urge the Commission to try and work out something along this line. It is an admitted fact that the high traffic on this bridge merits serious consideration. Adequate safety factors for 4000 cars per day warrants 4 lanes of traffic and this narrow bridge carries half again as many.

We thank you for anything you might be able to do for this area. It would be beneficial for most in a wide section about us as well as adjacent Idaho.

Sincerely,

H. F. Logue, Secretary

RECEIVED
OCT 18 1963
FOR FILING

123 117
6716

October 17, 1963

Mr. Glenn L. Jackson, Chairman
Oregon State Highway Commission
c/o Pacific Power and Light Company
216 West Main Street
Medford, Oregon

Dear Mr. Jackson:

Mr. H. F. Logue, Secretary of the Ontario Chamber of Commerce, has sent me a copy of a letter that he directed to you on October 15 in which he refers to the Ontario Bridge across the Snake River. He also sent me a letter on the same subject, copy enclosed.

I note a slight mix-up in the fourth paragraph of Mr. Logue's letter in which he quotes you as saying, in effect, that Oregon would build the Ontario Bridge and Idaho would build the Farewell Bend Bridge. This was not the proposal that was made to Idaho.

The Idaho people were told that if Idaho would enter into an agreement to construct the bridge at Ontario and if it were short of funds, Oregon would finance the initial construction, with Idaho paying its 50 percent share over a period of a few years as its funds become available. I am sure that no tie-in was requested, or even suggested, with the Farewell Bend Bridge.

This letter is to supplement my report to you of September 26.

Very truly yours,

Forrest Cooper
State Highway Engineer

FC:fm

cc: R. L. Porter - Victor D. Wolfe

ON THE OLD OREGON TRAIL

ONTARIO Chamber of Commerce

CAPITAL OF
EASTERN OREGON

MOORE HOTEL BUILDING
ONTARIO, OREGON

October 15, 1963

Forrest Cooper, Engineer
Oregon State Highway Department,
State Highway Building,
Salem, Oregon

Dear Mr. Cooper,

I am enclosing a copy of a letter that was sent to Mr. Jackson. When I read your letter to the members of our Board they all felt like we were being kissed off, the easy way out of a trying situation.

We all know that with the great pressure that Payette and Weiser have been putting on the Idaho Highway Commission for 95 improvements and they are making some, that Idaho will never have sharing money to help get this bridge built.

The Idaho Daily Statesman has had stories and editorials supporting Weiser and Payette, saying that they had a raw deal from thier own Highway Commission in allowing Oregon to dictate where the Interstate was to be built, bypassing both of these deserving towns. It would have done us more harm had the Interstate crossed at Farewell Bend and been up the river on the Idaho side so we are eternally grateful to the Oregon State Highway Commission and Department for that favor. The Idaho Commission leans toward these 95 improvements, working over the Midvale hill this year, Mesa hill next and eventually to 4 lane the approach to Payette from the north end of the Parma road where it passes over the Interstate. These projects will take several years and we will be stuck with the old bridge unless the state takes action along the lines suggested by Mr. Jackson in his talk here a couple years ago.

We wan't you to know that we are not attempting to go over your head, we only wan't to remind Mr. Jackson of a possibility that he brought to our attention on one of his more recent visits in this part of the state.

Sincerely yours,

H. F. Logue, Secretary

RECEIVED
OCT 17 1963
OREGON
STATE HIGHWAY COMMISSION

NOTED
FORREST COOPER

October 15, 1963

Glenn L. Jackson, Chairman
Oregon State Highway Commission,
Medford, Oregon

Dear Mr. Jackson,

Some of the members were wondering what had happened to the progress we seemed to be making in getting a new bridge across the Snake River east of town. So they had me write a letter to our State Highway Engineer Forrest Cooper askinh him to give us any information he might be able to divuldge.

In due time we received his reply which was like pouring cold water on any aspirations we might have for an early start on this project. He said the state had made the surveys and were ready to do their part but would have to wait upon Idaho to assume their share of the undertaking.

We all realize if we have to wait for their cooperation on financing that we will never have a bridge built. In the meantime we continue to have wrecks on the outmoded bridge and Idaho shoppers who would like to do some of their trading here bypass us to go on to Payette or go the other way to Caldwell or even Boise.

When you were here a couple years ago you made the statement that the way to get the bridge built was to advance all the money and when the time came for the Farewell Bend bridge to be built, then Idaho would have to put up all the money for that structure.

We would urge the Commission to try and work out something along this line. It is an admitted fact that the high traffic on this bridge merits serious consideration. Adequate safety factors for 4000 cars per day warrants 4 lanes of traffic and this narrow bridge carries half again as many.

We thank you for anything you might be able to do for this area. It would be beneficial for most in a wide section about us as well as adjacent Idaho.

Sincerely,

H. F. Logue, Secretary

RECEIVED
OCT 17 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

RECEIVED
OCT 11 1963
FOR FILING

123-1117
6903

September 26, 1963

Mr. H. F. Logan, Secretary
Ontario Chamber of Commerce
Moore Hotel Building
Ontario, Oregon

Dear Mr. Logan:

Thank you for your letter of September 24 and the clipping re the Ontario and Olds Ferry Bridges.

Referring to the Ontario Bridge, the Oregon State Highway Commission has indicated that at any time Idaho is in a position to cooperate on the construction cost that we are ready and able to go ahead.

To the best of my knowledge, no commitment has ever been made as to the Farewell Bend proposal.

Very truly yours,

Forrest Cooper
State Highway Engineer

FC:th

cc Commissioners
R. L. Porter
P. M. Stephenson
Victor D. Wolfe

ON THE OLD OREGON TRAIL

ONTARIO

CAPITAL OF
EASTERN OREGON

Chamber of Commerce

MOORE HOTEL BUILDING
ONTARIO, OREGON

Sept. 24, 1963

Forrest Cooper, Engineer,
Oregon State Highway Department,
Salem, Oregon

Dear Sir,

Running across this clipping today as I was doing a bit of cleaning up reminded me of the many inquries I get every week about our bridge. All we can tell them is that the surveying has been done, that details have been worked out with Idaho and that it is a matter of financing. That the state is ready to go as soon as they can get their hands in the needed money.

As to this story in the clipping. We could go back a bit further and remind them that in Mr. Baldock's time there was a gentlemen's agreement t o build 4 bridges across the Snake with both states cooperating. Three of those bridges have been built with Weiser and Payette benefitting from two of them and Nyssa by the other. None of these bridges carry near the amount of traffic that this one completed in 1924 carry.

We have cars being damaged on the bridge every day. There are many women on the Idaho side who would do their shopping here but just wont drive across the bridge unless their husband is with them and that is seldom possible. We are being penalized all the while there is a delay in the construction of the bridge.

Naturally we are interested and if there is anything you can cheer us about on this bridge, we would be pleased to hear from you.

Sincerely yours,

H. F. Logue, Secretary

RECEIVED
SEP 26 19[illegible]
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 26 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

Gayway Bridge First, Then Olds Ferry Is Idaho Plan

July 29-63

Although the Gayway bridge over the Snake river at Ontario will be built first, the Idaho Highway Commission is pledged to seek a definite commitment from Oregon for construction of the Olds Ferry bridge near Farewell Bend on the route to Weiser.

This was a summary of the meeting of a Washington county delegation at Weiser with the Idaho Highway commission, as reported in the Weiser Signal-American.

The report continued:

"The statment was made by Wally C. Burns, chairman of the state board and board members, R. Doyle Symms and Ernest Gaffney, concurred at a meeting with a delegation from this county yesterday afternoon.

Dennis Sheehy, chairman of the Chamber of Commerce highway committee, said that the Ontario bridge and Olds Ferry bridge will be jointly financed by Idaho and Oregon and that the Ontario bridge will be built first because Oregon is "ready to go."

"Olds Ferry bridge will be built, when Idaho is ready to build it, that will be the agreement with Oregon, as promised by the state highway board members, Sheehy said"

"County Commissioner Anderson was spokesman for the delegation and told the board that the county would earmark $90,000 of its federal aid funds for construction of Olds Ferry bridge. The money would pay 62 cent and must be matched with 38 per cent by the state or county."

RECEIVED
OCT 10 1963
FOR FILING
123-117
Ada

September 26, 1963

Oregon State Highway Commission

Gentlemen:

I am attaching a copy of a newspaper clipping, which I believe is from the Ontario Argus, and a copy of a letter sent to me by Mr. H. F. Logue, Secretary of the Ontario Chamber of Commerce. This refers to a matter, which I reported to you verbally; namely, the construction of the Ontario Bridge.

On November 13, 1962, a joint meeting was held between the Highway Commissions of Idaho and Oregon to discuss the bridge matters. As I recall, we had a somewhat loose understanding that in a year or two, when Idaho got some other commitments out of the way, we would jointly construct the new bridge at Ontario. The Oregon Highway Commission offered to construct the entire bridge with its funds if the Idaho Highway Commission would reimburse the State of Oregon over some reasonable period of time.

Also discussed was the matter of the Olds Ferry Bridge. I may be in error but I do not believe that any commitment was made re this second bridge. As I recall, we stated that the matter would be considered. Subsequent to that, the Idaho Highway Commission has apparently decided to tie the two together and not proceed with the Ontario Bridge until an agreement is forthcoming from the State of Oregon to build the Olds Ferry Bridge.

While this is a matter for determination by the Highway Commission, I do not feel that this approach by the Idaho people is hooher. I can see no particular advantage to the State of Oregon of a bridge at Olds Ferry; conversely, I can see quite a few disadvantages in that it would undoubtedly divert traffic from Ontario. With all of our many critical needs, I would place construction of an additional bridge across the Snake River at Farewell Bend a long, long time in the future.

The purpose of this report is for the information of the Commission only, as I do not believe that any action is required at this time.

I am attaching a copy of my answer to Mr. Logan's letter.

Very truly yours,

Forrest Cooper
State Highway Engineer

FC:fm

Encl.

cc R. L. Porter
P. M. Stephenson
Victor D. Wolfe

RECEIVED
FEB 15 1963
FOR FILING
IDAHO BOARD OF HIGHWAY DIRECTORS
WALLACE C. BURNS - CHAIRMAN
ERNEST F. GAFFNEY - VICE CHAIRMAN
R. DOYLE SYMMS - MEMBER
WAYNE SUMMERS - SECRETARY

123-1117.

1963

STATE OF IDAHO

G. BRYCE BENNETT
STATE HIGHWAY ENGINEER

DEPARTMENT OF HIGHWAYS

P. O. BOX 879
BOISE, IDAHO

February 8, 1963

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem 10, Oregon

SHAW

Dear Mr. Cooper:

This is in reply to your letter of January 25, 1963, relative to the location of a future bridge across the Snake River East of Ontario on Highway U.S. 30.

We have reviewed your proposal to place the bridge 44 feet southerly, and parallel to the center line of the existing structure. It appears that there would be some advantages to Idaho to have the structure on the downstream side of the present structure, although it also appears that there would be some advantages to Oregon to have the structure on the upstream side.

Due to the advantages being approximately the same to either State, and of a minor nature, we can concur with your proposal to place the proposed future structure on the upstream side of the existing structure.

Yours very truly,

G. BRYCE BENNETT
State Highway Engineer

Porter

Copies To:
Morelock
Barbee
Wright

2-15-63

NOTED
R. L. PORTER

RECEIVED
FEB 13 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
LLOYD P. SHAW

RECEIVED
FEB 13 1963
OREGON
STATE HIGHWAY COMMISSION

IDAHO TERRITORIAL CENTENNIAL 1863 1963

Pay us a visit in '63

RECEIVED
JAN 28 1963
FOR FILING

123-1117
1962

January 25, 1963

Mr. G. Bryce Bennett
State Highway Engineer
Idaho Department of Highways
Post Office Box 879
Boise, Idaho

Dear Mr. Bennett:

In making a location survey for the future Snake River Bridge on U30 east of Ontario, our field men have been in contact with your engineers. They have reported to us that your people favor a new span located south of the existing structure.

We, therefore, are proposing tentatively to establish the proposed center line of the new bridge 44 feet southerly from and parallel to the center line of the existing span. This is a tentative location since design factors at the bridge ends may show a separation distance of something other than 44 feet to be desirable.

I will appreciate your advice as to the acceptability of a bridge center line located as stated above.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enclosure

cc R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan

LPS:ajw bbc

DRG. NO. 7B-13-3

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NOV 26 1962
FOR FILING

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6962

477 Cottage Street, N.E.
Salem, Oregon

November 23, 1962

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
08-35.4-DA Salem, Oregon

Oregon P.E. Project FAP 99
Snake River Bridge, Ontario Spur-
Olds Ferry-Ontario Secondary Highway
Malheur County

We have reviewed the location prospectus of the captioned project that accompanied Mr. Morgan's November 15th letter. It is our understanding the preliminary engineering was accomplished at State expense. The prospectus has our approval.

original to Morgan
Copy To Young
11-26-62

NOTED
R. L. PORTER

RECEIVED
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FOR FILING

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11-16-62

LOCATION PROSPECTUS
SNAKE RIVER BRIDGE
ONTARIO SPUR-OLDS FERRY-ONTARIO SECONDARY HIGHWAY
MALHEUR COUNTY

The following prospectus is submitted concerning the above-mentioned section of the Olds Ferry-Ontario Highway, which is a State Secondary Facility on the Federal-aid Primary System. The westerly terminus is at M.P. Y27.47, which mile point is the beginning of the west end of I-80N Interchange. The easterly terminus is at M.P. Y28.47, which mile point is the east end of the existing Snake River Bridge. The overall length of the project is 1.0 mile.

This will be a location survey to prepare plans, specifications and estimates of cost for grading, paving and construction of a new structure across the Snake River. Revisions will be made to the legs on the interchange; however, no alterations will be made to the interchange structure. There are no towns or airports affected by this project.

The general route will follow the existing facility from the East Ontario Interchange to the east shore of the Snake River. Reconnaissance has been completed. Soils investigations will be conducted. There are no anticipated drainage problems. An economic analysis is not necessary at this time.

The existing 1961 ADT is 5,800 and the projected 1981 ADT is 9,300. Traffic on the relocation warrants a Class "A(4)" highway with maximum grade and curvature of 5 per cent and 3 degrees respectively. This will be a four-lane expressway with a typical section consisting of two 24-foot traveled ways with 10-foot outside shoulder and variable median in the center -- narrow median paved to State standards. Beginning with a 5-foot median on the interchange structure, the median will widen to 16 feet and continue at 16 feet to the approach curves to the Snake River Bridge where the centerline will widen to 60 feet to match the proposed downstream bridge and existing structure over the Snake River. Eight feet of the outside shoulder will receive 2 inches of asphaltic concrete and the first 2 feet of these shoulders will be paved full depth with asphaltic concrete. Deviations from State and Federal standards are not anticipated.

The rise and fall and the central angle data for the proposed project will approximate that of the existing facility.

Access will be permitted to the pavement limited as to location, width and unrestricted as to land use.

There are no railroad crossings on this project. There is a major stream crossing (Snake River) within the limits of this project. The legs only, on the East Ontario Interchange will be revised.

NOTED
FORREST COOPER

The tentative base design for construction is:

	New	Old
Wearing Surface	4" AC	2" AC
Top Course Base	2" Level	
Bottom Course Base	12" Coarse Base	
Total Depth	18"	

(Base design subject to change upon completion of soils investigation.)

Material sources will be located during the survey.

Agreements with the State of Idaho will be required in connection with the construction of a new bridge across the Snake River.

There are no State parks or roadside rest areas affected by this project.

November 16, 1962
Attachment
cc: Forrest Cooper
G. S. Paxson (2)
R. L. Porter
Victor D. Wolfe
Tom Edwards
F. D. Morgan
A. F. Parson (3)
Mark Astrup
G. K. Attig
R. C. Blensly
H. S. Cox
F. B. Crandall
I. A. DeFrance
R. C. Edgerton
Frank Hall (2)
Val Johnson
F. B. Klaboe
Ivan Merchant (3)
J. W. Nash
Carl Plog
Fred Sugnet (2)
W. T. Wright (3)
F. W. Yarbrough(2)
L. H. Young

RECEIVED
NOV 19 1962
OFFICE OF
STATE HIGHWAY ENGINEER

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River

Sta. 1185+00

S., R. 47E.

S., R. 47E.

N

BEGIN PROJECT

ONTARIO

Existing US 30

To Boise

ORE. 201

END PROJECT

UPRR

FAI Rt. 84

To Boise

Typical Half Section Roadway

10'

12'

℄

12'

PROSPECTUS MAP

SNAKE RIVER BRIDGE
OLDS FERRY - ONTARIO SEC. HWY.

MALHEUR COUNTY

Scale 1" = 2000'

1962

Sketch Map

Scale Feet

0 2000 4000

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 15, 1962

To: MEMO TO FILE

SUBJECT: Meeting with Idaho Board of Highway Directors-Oregon State Highway Commission re Interstate Bridge near Ontario

On November 13, a meeting was held in Boise, Idaho, to discuss the matter of the Interstate Bridge on Idaho Avenue near Ontario and other matters of common interest to the states of Idaho and Oregon.

The State of Idaho was represented by:

W. C. Burns, Chairman, Board of Highway Directors
Ernest Gaffney, Member " " "
R. Doyle Symms, Member " " "
Wayne Summers, Secretary " " "
G. Bryce Bennett, State Highway Engineer

The State of Oregon was represented by:

Glenn L. Jackson, Chairman, State Highway Commission
Kenneth N. Fridley, Member " " "
Forrest Cooper, State Highway Engineer

Referring to the Idaho Avenue Bridge, Mr. Jackson stated that the State of Oregon was ready to proceed with the construction of a new four-lane facility within the next year or so. The Idaho people stated that they would have trouble financing a new four-lane facility and encountered a proposal to build a new two-lane structure for westbound traffic with eastbound traffic using the existing facility. They were not sure as to timing but felt that they could probably finance this structure within two or three years. The conclusions were as follows:

(1) That a single westbound bridge be undertaken as soon as financing can be arranged.

(2) That an investigation be made to determine if an arrangement could be worked out under federal-aid whereby Oregon could advance construction costs and collect from Idaho later.

(3) Oregon will proceed with the survey in the immediate future and will keep in touch with Idaho officials re the various items involved.

The matter of a bridge across the Snake River in the vicinity of Farewell Bend was discussed. Mr. Jackson informed the group that, at such time as the State of Idaho wished to program this bridge, financial cooperation would be considered by the Oregon State Highway Commission.

The matter of the State of Oregon taking back a portion of the Idaho Power Company's Brownlee Road was discussed, but no conclusions were reached.

Forrest Cooper
State Highway Engineer

FC:fn

cc Glenn L. Jackson
Kenneth N. Fridley
David B. Simpson

G. S. Paxson
R. L. Porter
P. M. Stephenson
Victor D. Wolfe

RECEIVED
OCT 25 1962
FOR FILING
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October 24, 1962

Mr. H. F. Logue, Secretary
Ontario Chamber of Commerce
Moore Hotel Building
Ontario, Oregon

Dear Mr. Logue:

In answer to your letter of October 22, the following should give you a fairly complete history of the present Snake River Bridge on Idaho Avenue.

In 1919, the connection between Oregon and Idaho for U30 was officially routed through Ontario and across the Snake River on Idaho Avenue. The concrete pavement connecting with the old bridge was built in 1920. In the spring of 1923, an agreement was entered into between Oregon and Idaho whereby funds were provided for the new bridge at Ontario. A contract was awarded to the Portland Bridge Company of Portland on October 22, 1923. Work began January 1, 1924, and the structure was completed on April 3, 1925.

The final total cost of this structure was $143,453.41, of which the State of Idaho contributed $30,000, and there were Federal-aid funds in the amount of $49,027.76.. The cost of the bridge gives some idea of the increase in costs that have occurred in the past 40 years.

Very truly yours,

Forrest Cooper
State Highway Engineer

bc Mr. G. S. Paxson
Mr. Victor D. Wolfe

GSP:ms

Ontairo Chamber of Commerce

OREGON'S GATEWAY ON THE OLD OREGON TRAIL

MOORE HOTEL BUILDING
ONTARIO, OREGON

October 22, 1962

Forrest Cooper, Engineer,
Oregon State Highway Dept.
Salem, Or egon

Dear Mr. Cooper,

We have been asked the specific dates by some of our friends across the river in Idaho as to when the Snake River Bridge was built. Cliff Boyer had told me once that it was in 1920 but others place the date as late as 1924.

I did find in the Argus that the pavement was inspected from the bridge this way in mid 1920 but it could have been just a connection from the old bridge that the present one replaced.

Hope some progress is being made to work out details with Idaho on the new bridge. We do know that both Payette and Weiser are trying desperately to block any action of the Idaho Commission until they get the Palisades Corner-Payette freeway and the Olds Ferry bridge.

We supported the present Weiser bridge but do not see the necessity of the Olds Ferry crossing.

Best regards from our Chamber.

Sincerely yours,

H. F. Logue, Secretary

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SNAKE RIVER BRIDGES ON OREGON - IDAHO LINE

October 23, 1962

Location	Built By - Year		Construction Cost	Maintained By	
Weiser Spur	Idaho	1953	$428,800	Idaho	100%
Payette Spur	Oregon	1953	473,800	Idaho	100%
Ontario Spur	Oregon	1925	143,500	Oregon	100%
Interstate 80N at Ontario	Oregon	1960	965,100	Oregon	Idaho billed annually for 50% cost
Nyssa Bridge	Oregon	1957	509,300	Oregon	100%
Baker-Homestead at Ballards Landing	Oregon	1927	68,300	Oregon	Idaho billed 50%

Construction cost was shared 50-50 with Idaho except the Ontario spur bridge for which Idaho contributed $30,000; also Oregon, Idaho, Idaho Copper Company and Baker County co-operated in the cost of the construction of Ballards Bridge.

Est. #1

Form E-240 Rev.—5M—6-57

OREGON STATE HIGHWAY DEPARTMENT

Bridge Division

Preliminary — Estimate Sheet

Bridge name Snake River Section County Malheur Bridge No. 1000

Section and station @ Ontario Highway Ontario Spur

Estimate made by MCH Date 9-17-62 Checked by Date

Description Twin bridges, 45', 8 @ 30', 40' = 745' Type IV Prest. Box Spans, 30' roadway, 5' SW

ac. 1.05

Estimate From (Strike out the ones which do not apply) } No plans / Sketch / Completed plans; drawing No.

Calc. Book No. Class Loading

ITEMS	UNIT	ESTIMATE Quantity	Rate	Amount
Shoring, cribbing, etc.	lump sum			
Excavation	cu. yds.	200	$8	$1,600
Excavation below elevation shown	cu. yds.			
..... piling	lin. ft.	15,000	$2.50	$37,500
..... piling	No.	200	100	20,000
Spread piling	lin. ft.	180	30	5,400
..... piling	No.			
Class A concrete	cu. yds.	2,420	70	169,400
..... concrete	cu. yds.			
Metal reinforcement	lbs.	430,000	0.13	55,900
..... Lumber	M. B. M.			
Structural ..... Steel	lbs.	62,000	0.50	31,000
Structural ..... Steel	lbs.			
Handrail	lin. ft.	2080	6	12,480
Riprap	cu. yds.			
Removal of old bridge	lump sum			
Maintenance of traffic	lump sum			
Type IV Brgs	lin ft	7450	23	171,350
Subtotal				$542,330
Plus 10 per cent for contingencies				54,383
Total construction cost				
Plus 10 per cent for engineering				$596,213
Total cost				

$9.48/ft²

$10.43/ft²

State Printing 4718

Form E-240 Rev.—5M—6-57

Est. # 2

OREGON STATE HIGHWAY DEPARTMENT

Bridge Division

Preliminary Estimate Sheet

Bridge name Owyhee River Bridge County Malheur Bridge No. 1000

Section and station @ Ontario Highway Ontario Spur

Estimate made by WJH Date 9-16-52 Checked by ..... Date .....

Description Two bridges, 32'-0" @ 90° ea. = 74'-0" Type II

Reinforced Concrete Girder Bridges

Estimate From (Strike out the ones which do not apply) } No plans / Sketch / Completed plans; drawing No. .....

Calc. Book No. ..... Class ..... Loading H20-S16

ITEMS	UNIT	ESTIMATE Quantity	Rate	Amount
Shoring, cribbing, etc.	lump sum			
Excavation	cu. yds.	200	[illegible]	[illegible]
Excavation below elevation shown	cu. yds.			
..... piling	lin. ft.	15,000	[illegible]	[illegible]
..... piling	No.	[illegible]	100	20,000
Splice piling	lin. ft.	180	30	5400
..... piling	No.			
Class A concrete	cu. yds.	2260	70	158,200
..... concrete	cu. yds.			
Metal reinforcement	lbs.	[illegible]	0.12	[illegible]
..... Lumber	M. B. M.			
Structural ..... Steel	lbs.	62,000	0.50	31,000
Structural ..... Steel	lbs.			
Handrail	lin. ft.	2[illegible]	[illegible]	17,850
Riprap	cu. yds.			
Removal of old bridge	lump sum	All		45,000
Maintenance of traffic	lump sum			
Type II Conc.	Lin. ft.	[illegible]	3[illegible]	171,350
Subtotal			588,[illegible]	$10.27/ft²
Plus 15 per cent for contingencies [illegible]			106,000	
Total construction cost				$12.11/ft³
Plus 10 per cent for engineering			694,850	
Total cost				

State Printing 4718

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FOR FILING

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6963

October 2, 1962

Oregon State Highway Commission

Gentlemen:

I have attempted to work out a satisfactory date for a joint meeting of the Oregon State Highway Commission and the Idaho Board of Highway Directors.

Due to various conflicts, it is not possible to hold a meeting in the month of October. Mr. Bryce Bennett, State Highway Engineer of Idaho, advises that it will be possible to work out some type of a meeting sometime in November and will advise me as to possible dates, after which I will communicate with you to see if we can arrange a meeting to discuss the Ontario Bridge and other items of mutual interest.

Very truly yours,

Forrest Cooper
State Highway Engineer

FC:fn

cc Mr. G. Bryce Bennett
State Highway Engineer
Idaho Department of Highways
Boise, Idaho

Floyd Quary
G. S. Paxson
Victor D. Wolfe

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SEP 26 1962
FOR FILING

FORM E-30 SOM 11-61 40330

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 24, 1962

To: MEMO TO FILE

SUBJECT: Idaho Avenue Bridge
Ontario

At a luncheon in Ontario on September 20, Chairman Glenn L. Jackson informed the Chamber of Commerce group that the Oregon State Highway Commission favored constructing a four-lane bridge across the Snake River on Idaho Avenue and would confer with Idaho authorities to see if an agreement could be worked out.

Forrest Cooper
State Highway Engineer

FC:fn

cc C. S. Paxson
R. M. Stephenson
R. L. Porter
Victor D. Wolfe
Ivan Merchant

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123-1117

6963

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

September 18, 1962

SUBJECT: Snake River Bridge on Idaho Avenue east of Ontario, Oregon

To: Mr. P. M. Stephenson
Assistant State Highway Engineer
O F F I C E

Attached please find two prints of Drawing No. 3025, being the layout of the existing Snake River Bridge on Idaho Avenue east of Ontario. On this print has been sketched in in red pencil the proposed layout of twin structures to replace the existing bridge.

The existing bridge was built in 1923 to an overall length of 952'8", and with a roadway width between curbs of 18'0". The structure has two reinforced concrete deck girder spans on the east end, four 200' steel trusses, and two reinforced concrete deck girder spans on the west end.

Our Traffic Department advises me in 1961 there was an ADT of 5400 vehicles at the State line which is approximately the center of the existing bridge. Using project factor of 2, this would mean over 10,000 ADT in 1975 which would call for four lanes of construction. It is proposed to build twin structures each with a 30' roadway and one 5' sidewalk. The structure for eastbound traffic would be built on the center line of the existing bridge which necessitates the ultimate removal of the existing bridge. A new structure for westbound traffic would be constructed on a new line parallel to the existing bridge and 60 feet downstream therefrom. If right of way is a consideration on the Idaho side, this 60 feet could be decreased to approximately 40 feet without any increase in construction costs.

The proposed structure would consist of precast prestressed concrete beam spans on steel pile piers as indicated on Drawing No. 3025. Span arrangements to miss the piers of the existing bridge are 65', 8 at 80', and one at 40', beginning at the easterly end of the structure. The existing bridge would have to be removed down to the stream bed, but the seal and concrete pier shafts below the stream bed would not be removed.

Also attached please find two estimates Numbered 1 and 2. Estimate No. 1 is in an amount of $598,213 and includes a figure of 10% for engineering and contingencies, and no allowance for removal of the existing structure. This estimate indicates the structure to cost $10.43 per square foot, and is prepared only to indicate the comparison in total square foot cost to the Marsing Bridge as designed and constructed by the State of Idaho.

The State of Idaho have indicated that the Marsing Bridge was constructed at a cost of $8.67 a square foot. The Marsing Bridge is a 12 span steel beam structure on steel piling; the steel piling have a concrete encasement from the stream bed to the bottom of the cap. Spans are 64' . This bridge is designed for a H15-S12 loading, and presumably was constructed in 1951. The square foot cost as given above is for the proposed new structure on Idaho Avenue compare very favorably with the cost on the Marsing Bridge when it is remembered that longer spans are used, the grade line is considerably higher than the Marsing Bridge above stream bed, and that presumably the unit costs are 1951 costs.

Estimate No. 2 is in an amount of $694,830 and includes our usual 18% for engineering and contingencies and $45,000 for the removal of the existing bridge, and the stock piling of the structural steel for future reuse. Estimate No. 2 works out to a cost per square foot of $12.11. The proposed twin structures would be designed for H20-S16 live load. All estimates are, of course, made on what we believe to be present-day prices that would be reasonable for the location and type of construction.

Your attention is called to the fact that the proposed bridge layout is approximately 207' shorter than the existing bridge. It is possible to make this shortening on the Oregon side because of the water controls on the Snake River, and it is believed that this portion of the structure can very safely be replaced with an embankment at a lower cost than a bridge structure. The estimates include only the structural portion, and do not include any embankment or approach road work.

Ivan D. Merchant
Bridge Engineer

IDM/mm

Attached

NOTED
P. M. STEPHENSON

RECEIVED
NOV 16 1962
OFFICE OF
STATE HIGHWAY ENGINEER

EST. #1

Form E-240 Rev.—5M—6-57

OREGON STATE HIGHWAY DEPARTMENT

Bridge Division

Estimate Sheet

Preliminary

Bridge name Snake River Bridge County Malheur Bridge No. 1000

Section and station @ Ontario Highway Ontario Spur

Estimate made by WCH Date 9-17-62 Checked by ..... Date .....

Description Twin bridges, 65', 3 @ 30', 40' = 745' Type IV
Prest. Box Girder, 30' roadway, 5' SW
one side

Estimate From (Strike out the ones which do not apply) } No plans / Sketch / Completed plans; drawing No. .....

Calc. Book No. ..... Class ..... Loading .....

ITEMS	UNIT	ESTIMATE Quantity	Rate	Amount
Shoring, cribbing, etc.	lump sum			
Excavation	cu. yds.	200	$8	$1600
Excavation below elevation shown	cu. yds.			
..... piling	lin. ft.	15,000	2.50	37,500
..... piling	No.	200	100	20,000
Spliced piling	lin. ft.	180	30	5400
..... piling	No.			
Class A concrete	cu. yds.	2,060	70	153,200
..... concrete	cu. yds.			
Metal reinforcement	lbs.	430,000	0.13	55,900
..... Lumber	M. B. M.			
Structural ..... Steel	lbs.	62,000	0.50	31,000
Structural ..... Steel	lbs.			
Handrail	lin. ft.	2980	6	17,850
Riprap	cu. yds.			
Removal of old bridge	lump sum			
Maintenance of traffic	lump sum	-		
Typ. IV Ends	lin ft	7450	23	171,350
Subtotal			$513,830	$9.48/ft²
Plus 10 per cent for contingencies			54,383	
Total construction cost				
Plus 10 per cent for engineering			$598,213	$10.43/ft²
Total cost				

State Printing 4718

Form E-240 Rev.—5M—6-57

Est. #2

OREGON STATE HIGHWAY DEPARTMENT

Bridge Division

Preliminary **Estimate Sheet**

Bridge name Snake River Bridge County Malheur Bridge No. 1000

Section and station @ Ontario Highway Ontario Spur

Estimate made by WJH Date 9-16-52 Checked by Date

Description Two bridges, 25, @ 80, & 2 @ 115' Type "T" Prest. Conc. Slab Spans, 30' Roadway, Standard Rail

Estimate From (Strike out the ones which do not apply) } No plans / Sketch / Completed plans; drawing No.

Calc. Book No. Class Loading H20-S16

ITEMS	UNIT	ESTIMATE Quantity	Rate	Amount
Shoring, cribbing, etc.	lump sum			
Excavation	cu. yds.	2,00	[illegible]	[illegible]
Excavation below elevation shown	cu. yds.			
piling	lin. ft.	15,000	[illegible]	82.50
piling	No.	[illegible]	100	20,000
Splice piling	lin. ft.	1	30	5,400
piling	No.			
Class A concrete	cu. yds.	22.50	70	154.00
concrete	cu. yds.			
Metal reinforcement	lbs.	[illegible]	[illegible]	[illegible]
Lumber	M. B. M.			
Structural Steel	lbs.	62,000	0.50	31.000
Structural Steel	lbs.			
Handrail	lin. ft.	2[illegible]	[illegible]	17,800
Riprap	cu. yds.			
Removal of old bridge	lump sum	All		[illegible]
Maintenance of traffic	lump sum			
Type "T" Rail	Lin. ft.	2150	3	171,350
Subtotal				585,250 $10.27/ft²
Plus 10 per cent for contingencies				106,000
Total construction cost				691,250 $12.11/ft²
Plus 10 per cent for engineering				
Total cost				

State Printing 4718

RECEIVED
SEP 17 1962
FOR FILING

123-1117
6963

September 14, 1962

Oregon State Highway Commission

Gentlemen:

I write this so that you will be informed of a matter of importance that will probably come up in Ontario during the Commission trip.

For some years, there has been agitation in the Ontario-Payette vicinity for the construction of a new bridge on Idaho Avenue easterly of Ontario to replace the existing structure across the Snake River. The matter was postponed a few years ago pending completion of the Interstate route southwesterly of Ontario where new twin bridges were constructed across the Snake River as a joint effort by the States of Idaho and Oregon. It was believed that the construction of these bridges on the Interstate route would reduce the traffic on the old Idaho Avenue Bridge to a point where the present structure could be tolerated. This has not proven correct. The present traffic on the bridge is 5,400, which is only a drop of 1,000 vehicles from the count previous to the opening of the Interstate route. The present structure, a through truss, is 18 feet from curb to curb, which is very inadequate. From here on the plot thickens and is a bit hard to explain in brief form.

The construction of an adequate bridge at this site is well justified and, in my opinion, should be programmed. We would, of course, have to have the concurrence of the State of Idaho, which would be required to pay 50 percent of the cost. This, I am informed, would be somewhat of a burden to the State of Idaho, at the present time, and the matter is further complicated by the fact that there is a movement on foot in the Payette-Weiser area to promote a new bridge across the Snake River downstream from Weiser in the vicinity of our Farewell Bend State Park. There is an adequate road in Idaho from Weiser to the

approximate point of the proposed crossing of the river and it is the hope of the Idaho people to promote travel in Idaho on what might be termed a bypass of the Interstate (80N) between the State line and Farewell Bend on Highway 95. The through traffic using this proposed route would, of course, reduce the travel on the Oregon segment of the Interstate northerly of Ontario. The proponents of the Farewell Bend Bridge have, I am told, made some effort to have the two structures (Idaho Avenue and Farewell Bend) tied together; in other words, to get the Idaho Highway Commission to refrain from commitments at Idaho Avenue until something of an affirmative nature is determined for the Farewell Bend Bridge.

I can see no benefit to Oregon to the downstream structure.

I have had a recent cost estimate made for a new four-lane structure at Idaho Avenue. The estimate is $750,000. While it is not possible to make a decision at this time, as we would have to secure the concurrence of Idaho, I believe that a new structure on Idaho Avenue is justified and should be promoted. It is undoubtedly the worst bottleneck in the area and should be corrected. I may be a bit too optimistic but I believe that there is a good possibility that if the Oregon State Highway Commission sponsored this project, the Idaho people would ultimately go along with our thinking.

If you wish me to pursue this matter with the Idaho authorities, I shall be glad to do so.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Quary
G. S. Paxson
P. M. Stephenson
Victor D. Wolfe
I. D. Merchant
C. H. Maison

FC:fn hlb

Cost estimate will be supplied during trip.

RECEIVED
MAY 11 1961
FOR FILING

123-1117
6913

3-19-61
12-14-61

April 17, 1961

Mr. G. Y. Chester
P. O. Box 131
Vale, Oregon

Dear Sir:

This is in reply to your letter of April 11 concerning a request by the Ontario Chamber of Commerce for a new bridge over the Snake River, east of Ontario.

On April 14, a request was presented to the State Highway Commission for this bridge. The delegation was advised that all available funds for the years 1961 and 1962 have been allocated and that no predictions could be made beyond that time.

Concerning improvement of the road leading to the Owyhee Reservoir, the Commission did approve the expenditure of $70,000 on this project for improvement, including an oiled surface. The County is to maintain the highway after construction.

The Commission does regret that there is not enough money available to do all of the work that should be done.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fp

Vale Oregon
April 11 1961

Oregon State Highway Commission Dear Sirs-

In regards to a Bridge at Antaio in Malheur County. I would like to say I have been crossing that Bridge ever since it has been built & have never been stoped or lost one moment of time crossing this Bridge. Now I notice you have moved the small sum of $70.000 for the Owyhee road. that should of been more. We are afraid there is not enough money for the Harper Westfall Road. and there is none for the Juntura Buchak road. Now please remember there is good people living and using all these roads and my request is this please spend some money on roads that should be first

Yours Truly D. Y. Chester

123.1117
6765

STATE HIGHWAY COMMISSION MEETING

Delegation H. F. Logue, Secretary, Malheur County Development Assn., Ontario C of C, and others re construction of a second bridge across the Snake River east of Ontario

Date April 14, 1961

Time 2:00 p.m.

Name	City or Town	Capacity
J. Phillips (speaker)	Ontario	Chrmn Ontario C of C Hwy. Committee
Fred Kinney	"	" " "
John Easly	"	" " "

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MAY-11-1961
FOR FILING
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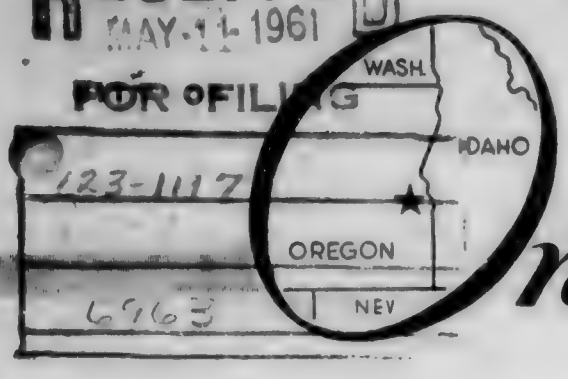

Ontario.... THE CAPITAL OF EASTERN OREGON

ONTARIO, OREGON
April 13, 1961

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

The Planning Commission for the City of Ontario at its meeting of March 20th resolved unanimously to petition the Oregon State Highway Commission for construction of a second bridge over the Snake River just east of Ontario, or that not being feasible, urgently recommends widening the present structure for the following reasons:

The present bridge, built a number of years ago, was planned for only a low traffic flow. This bridge now daily serves several thousand vehicles per day in interstate commerce between Ontario and the surrounding farming and urban areas in Idaho. This continued volume of trade is essential to the continued growth of our community.

The fact that the bridge is so narrow that it will not accommodate two wide vehicles often stops flow of traffic completely and has resulted in an ever increasing number of highway accidents in and near both approaches to the bridge.

We respectfully request your favorable consideration of this petition.

Very truly yours,

President
Ontario Planning Commission

The FIRST National Bank of Oregon
PORTLAND

ONTARIO BRANCH • 189 S. W. FIRST STREET, ONTARIO, OREGON

April 13, 1961

State Highway Commission
Salem, Oregon

Gentlemen:

This letter and others will be presented to you together with a petition from an Ontario group concerning the traffic bottleneck at the Snake River Bridge on old Highway 30 East of Ontario. It was hoped that this congestion would be at least partially alleviated by the opening of the new freeway section of Highway 82, but the results have been quite disappointing. The old narrow bridge continues to present a serious bottleneck and the effects are particularly noticeable during the morning and afternoon rush hours.

A detailed story of the situation will be presented to you by the Ontario delegation at your meeting and this letter will probably have served its purpose if I, as an Ontario businessman, point out to you how seriously the old bridge hampers the normal flow of traffic back and forth between Ontario and the Idaho points directly across the Snake River. This route is of great importance to the Ore-Ida Foods Plant and to all the farmers on both sides of the river as well as to the people who commute to work across the river. We cannot emphasize too strongly to you how great the need is for additional bridge facilities at that point and we hope that our delegation's petition will receive your carefully considered attention.

In recent years Ontario has been emerging more clearly as the trade center for quite an area for Eastern Oregon and Western Idaho and the continuation of this economic growth depends heavily on adequate highway facilities. We believe that expansion of the bridge in question to accommodate four lanes of traffic is essential and hope that your studies of the problem will lead to the same conclusion.

Very truly yours,

J. W. Leslie

J. W. Leslie
Manager

JWL:cy

The County of Malheur

COUNTY PLANNING COMMISSION

VALE, OREGON

April 13, 1961

Mr. M. K. McIver, Chairman
Oregon State Highway Commission
Salem, Oregon

Gentlemen,

At the last regular meeting of the Malheur County Planning Board, the problem of the present bridge across the Snake River between Ontario and Gay Way Junction in Idaho was considered.

It was unanimously voted on to request that the Oregon State Highway Commission take action to eliminate the present hazzards of the narrow bridge by providing four lanes for the traffic.

We sincerely request that you give this your most serious consideration.

Very truly yours,

John Easly

John J. Easly, Secretery
Malheur County Planning Commission

JJE:sl

NYSSA - the fastest growing town in Eastern Oregon

The Nyssa Chamber of Commerce
IN THE CENTER OF 175,000 ACRES OF FERTILE, IRRIGATED LAND

Nyssa, Oregon
SUGAR CITY OF THE GREAT NORTHWEST

April 12, 1961

Oregon State Highway Commission
M. K. McIver, Chairman
Salem, Oregon

Dear Mr. McIver:

At our regular meeting of April 12, 1961, the Nyssa Chamber of Commerce passed a resolution favoring the proposal of the construction of an additional bridge crossing the Snake River East of Ontario, Oregon.

Information presented to our group discloses the present bridge to be inadequate to accomodate present, as well as future, traffic needs.

Sincerely,

NYSSA CHAMBER OF COMMERCE
Ralph Lawrence
Secretary.

The County of Malheur

MALHEUR COUNTY COURT

Ellis A. White,
County Judge
EARL M. FLOCK,
Commissioner
JACOB FISCHER,
Commissioner

VALE, OREGON

April 11, 1961

State of Oregon
State Highway Department
Salem, Oregon

Gentlemen:

We urge you to give serious consideration to the building of another bridge alongside of the present bridge across the Snake River between Ontario, Oregon, and Gayway Junction.

The traffic over the present steel bridge has not decreased to any considerable degree, despite the completion of twin bridges on the freeway connecting Oregon and Idaho.

The existing narrow bridge presents an extreme hazzard to traffic flowing in either direction.

Thanking you for this consideration.

Sincerely,

Ellis A White

Ellis A. White
County Judge

Earl Flock

Earl Flock
County Commissioner

Jacob Fischer

Jacob Fischer
County Commissioner

The County of Malheur

MALHEUR COUNTY COURT

Ellis A. White,
County Judge
EARL M. FLOCK,
Commissioner
JACOB FISCHER,
Commissioner

VALE, OREGON

April 11, 1961

State of Oregon
State Highway Department
Salem, Oregon

Gentlemen:

Over the past several years I have made almost daily trips from Ontario, to a farm in the Fruitland, Idaho, area and have crossed the present steel bridge spanning the Snake River, 300 to 400 times each year. The present bridge presents an extreme driving hazzard in an automobile and even a greater hazzard with trucks.

For a number of years I drive thirty to fifty thousand miles each year throughout the Northwest and especially in Oregon. I do not remember crossing on any bridge within our state carrying the number of vehicles as the bridge, at Ontario.

Those of us in the area believed the completion of the twin interstate bridges on the new freeway South of the steel bridge would improve the traffic problem. While the count has gone down, the drop has been for less than anticipated leaving practically the same old problem.

Will you give serious consideration to the building of a bridge alongside of the existing bridge.

Thanking you for this consideration.

Sincerely yours,

Ellis A. White

Ellis A. White
County Judge

EAW:brp

VALE CHAMBER OF COMMERCE

VALE, OREGON

PRESIDENT SECRETARY

"THE FASTEST GROWING COMMUNITY IN THE LOWER SNAKE RIVER VALLEY"

April 11, 1961

Mr. M. K. McIver, Chairman
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

This group would like to go on record as wholeheartedly endorsing the project of the Ontario Chamber of Commerce for a new or second bridge across the Snake River outside of Ontario leading into Idaho. The present bridge is extremely narrow and, as a result, extremely dangerous since the flow of traffic across it is great.

The need for an adequate bridge in this location has been paramount for years and we trust you and the members of your commission can make provision for this project in your plannings.

Sincerely,

Kenneth Kessler

Kenneth K. Kessler
President

KKK/g

MALHEUR COUNTY DEVELOPMENT ASSOCIATION

ADRIAN - NYSSA - ONTARIO - VALE

April 11, 1961

Oregon State Highway Commission,
State Highway Building,
Salem, Oregon

Dear Sirs,

Any problem of concern which might adversely effect the best interests of Malheur County and eastern Oregon is of prime importance to our organization.

We have been centering our attention in trying to find a solution to our water shortage which is a constant threat to our economy and general welfare.

Better highways has also been one of our objectives and at the moment the narrow bridge east of Ontario over the Snake River is a sterling example of out moded transportation facilities.

In spite of the super interstate bridges there are many tourists who still enter Oregon by way of this old bridge which does not give them a very good first impression of our great state. This item is secondary though, we are interested in trying to correct the bottleneck situation that exists in the bridge itself.

Ontario's economy is effected as well as the county as a whole because there are many Idaho people who drive more miles into Payette to transact their business rather than use the old bridge. Farmers take their produce to Payette rather than tear up their equipment in trying to use the old bridge. We could go on with many more reasons why the state should give serious consideration to improving this hazardous bridge but we feel you are well aware of them.

We trust you will be sympathetic with the cause of the Highway Committee of the Ontario Chamber of Commerce and that you will be able to take early action to relieve the congestion and improve the safety factor at this bridge.

Yours truly,

J. D. Bennett

J. D. Bennett, President

ONTARIO PRODUCE CO.

Potatoes and Onions

GROWERS • PACKERS • SHIPPERS

PHONES
144-SS
495-PP
TWX

P. O. BOX 488
ONTARIO, OREGON

April 10, 1961

Oregon State Highway Commission
Salem,
Oregon

Gentlemen:

We are writing this date to call to attention the need of an adequate interstate bridge over the Snake River coming into Ontario, Oregon.

We are a concern doing business as grower, packer and shipper of onions and potatoes and as such we and our growers have considerable use of this access into Ontario not only in bringing produce into our warehouse for packing, but also in shipping out our produce interstate via commercial trucking which averages 40, 000, 000 lbs. during our shipping season.

We feel that the present bridge is inadequate and hazardous to our equipment and to the drivers of our equipment due to the extreme narrowness of the bridge and the extensive traffic of passenger and commercial truck freight over the bridge with models of trucks and cars getting wider. This feeling has been expressed to us by our growers, commercial truck drivers who haul our out-going produce and truckers who haul in supplies we use in our business.

We cannot over stress the urgency in regards to this matter.

Very truly yours,

ONTARIO PRODUCE CO., INC.

Joe Komoto

Joe Komoto, Mgr.

sh

JUSTICE OF THE PEACE

VALE DISTRICT

VALE, OREGON

April 10, 1961

Mr. M. K. McIver, Chairman
Oregon State Highway Commission
Salem, Oregon

Dear Mr. McIver,

As a traffic judge for some 11 years I have a keen interest in anything that will help reduce the fatalities on our highways. The bridge across the Snake River outside of Ontario has long been a sore point with me - it is completely inadequate for the traffic it handles each day and has been the scene of some very bad accidents.

As a resident in this area for many years this bridge has been a sore point. I'm half-scared to drive across it any more in this day of wider and wider cars and bigger and bigger commercial rigs. And a great many people share this feeling; I have friends (not all women either) who will drive around Weiser-way to avoid having to cross the present structure.

It recently came to my attention that the citizens of Ontario are taking up with you the matter of getting a new bridge, or another span contiguous to the present one, to handle the traffic flow. This is a wonderful idea and I just hope you and your commissioners can find the money to help us get this bridge situation squared away in the not-too-distant future.

Respectfully,

Mary Graham

(Miss) Mary Graham
Justice

PACIFIC COOPERATIVES

PACIFIC SUPPLY COOPERATIVE. BOX 180, ONTARIO, OREGON PHONE 625

April 10,1961

Chamber Of Commerce;
Ontario, Oregon:

Dear Sirs:

I am very much in agreement that a new bridge acros the Snake River dividing Ontario and Payette is very much needed.

Our company uses the bridge several times a week. I feel the present bridge is very dangerous. We have a large spreader truck for field service. Having a wider bridge would be much safer.

With the new freeway through Ontario does not stop the people from working in either Idaho or Oregon. I therefore do not feel the new freeway has lessend the bridge traffic but very little.

I favor a new bridge onehundred percent.

Loye L. Frakes Mjr.
Loye L. Frakes
Pacific Supply Cooperative
Ontario, Oregon

CITY OF

Ontario... THE CAPITAL OF EASTERN OREGON

ONTARIO, OREGON
April 10, 1961.

OREGON STATE HIGHWAY COMMISSION
SALEM, OREGON

GENTLEMEN:

THE CITY OF ONTARIO, THROUGH IT'S MAYOR AND COUNCILMEN, URGES YOUR STUDIED CONSIDERATION TO THE NEED IN THIS AREA OF A NEW BRIDGE (S) ACROSS THE SNAKE RIVER EAST OF ONTARIO.

IT IS THE OPINION OF THE CITY OFFICIALS THAT THE PRESENT ANTIQUATED SPAN - BUILT IN 1921 - CONSTITUTES A HAZARD TO TRAFFIC AND CAN ONLY BE DETRIMENTAL TO THE PROGRESS IN THIS AREA AND TO THE PORT OF ENTRY INTO OREGON.

WE RESPECTFULLY ASK YOUR CONSIDERATION AND/OR ACTION TO THIS IMPORTANT PROBLEM AND THAT A FAVORABLE REPORT BE SUBMITTED BY THE COMMISSION. Thank you.

SINCERELY,

Weldon Reynolds

WELDON REYNOLDS
CITY RECORDER

ENDORSEMENT:

VERNON REED,	MAYOR
LEONARD CATES,	COUNCILMAN
MORGAN BECK,	COUNCILMAN
CR VANPATTEN,	COUNCILMAN
O'NIEL HOLLOWAY,	COUNCILMAN
LAWRENCE ECHANIS,	COUNCILMAN
KLASS POWELL,	COUNCILMAN

(seal)

Ontario Chamber of Commerce

OREGON'S GATEWAY • CAPITAL OF EASTERN OREGON

...ON THE OLD OREGON TRAIL...

MOORE HOTEL BUILDING
ONTARIO, OREGON

April 10, 1961

Oregon State Highway Commission,
Salem, Oregon

Gentlemen,

A few years ago the Oregon State Highway Commission was considering another bridge over the Snake River east of Ontario. In fact they had purchased the right-of-way for a 4 lane highway to the bridge. Of course when construction on the new U. S. 80N was started all interest was centered on the twin bridges hoping they would relieve the congested traffic on the old bridge.

Nine months have passed since the new Interstate bridges were opened to traffic and form all appearances there has not been much decrease of traffic using the old bridge.

We have contacted a number of firms and organizations whose drivers or members make regular use of the old bridge and their letters serve as testimony to the need of a new bridge at this point.

There is no doubt that this narrow bridge is detrimental to the welfare and economy of Ontario. A new bridge there would bring more traffic and business into our city and naturally we are concerned in trying to improve this bottleneck condition.

We are also interested in the safety factor involved, the constant threat to human life created by the narrowness of the bridge. Some of our members take the long route when business takes them to Payette, rather than facing the hazard of the old bridge.

We trust you will be able to take early steps to bring about a solution to this problem. Thanking you for your sincere consideration, we are

Very truly yours,
ONTARIO CHAMBER OF COMMERCE
Charles Harland, President

H. F. Logue, Secretary

ONTARIO KIWANIS CLUB

WEDNESDAY NOON ☆ MOORE HOTEL ☆ ONTARIO, OREGON

April 10,1961

Oregon State Highway Commission,
Salem, Oregon

Gentlemen:

There are many of our members who are frequent users of the old Snake River bridge east of here. They had thought with the opening of the new interstate bridges last summer that the traffic count on the old bridge would be lessened considerably. In facing todays traffic over the old bridge it is hard to say that a decrease has occured.

With the advent of wider passenger cars and trucks and buses built as wide as the law allows, we find it increasingly difficult to cross the old bridge. Truck and bus drivers in trying to avoid scraping the side of the bridge crowd the yellow line and a timid driver finds himself threading the needle to cross on the bridge at the same time.

We realize that tax dollars are hard to obtain and that the Highway Commission is trying to stretch them as far as possible and for the best interests of the people but with a daily usage of this bridge of approximately 5000 units, we feel that it is time for due consideration of this hazardous traffic situation.

We trust you will be able to go along with the thinking of the Ontario Chamber of Commerce and come up with some solution on this bridge and its attendant problems.

Sincerely yours,

Murrel E Doan

Murrel E. Doan, Vice president

ONTARIO BRANCH
THE UNITED STATES NATIONAL BANK
OF PORTLAND, OREGON

ONTARIO, OREGON

April 10, 1961

State Highway Commission
State of Oregon
Salem, Oregon

Gentlemen

Some of my good friends and neighbors plan to meet with your commission shortly to urge the construction of a new bridge across Snake River, which will be of mutual benefit to citizens of Malheur County and eastern Oregon as well as those people of Payette, Washington and Gem Counties in Idaho.

The existing bridge was erected many years ago during the horse and buggy days (for horses and buggies). In this present day the bridge presents a bottleneck and an extreme hazard.

I have been a residence of Malheur County since 1897 and have had an opportunity to see the increase in population and the vast increase in traffic in this area. I cross this bridge in question quite often, and it is with a sense of insecurity at each crossing.

As a trustee of the Oregon Highway Lifesavers Association, I earnestly recommend that serious consideration be given to the request these gentlemen will present to you.

Yours very truly

Joe F. Dyer
Manager

Ontario LIONS CLUB

ONTARIO, OREGON

April 8, 1961

Oregon State
Highway Commission
Portland, Oregon

Dear Sirs:

Realizing the obsolescence and inadequacy of the present narrow bridge, the Ontario Lions club has gone on record as favoring construction of the proposed twin bridges between Ontario and Payette.

Hope that construction of the bridges on the new trans-continental highway southeast of Ontario would relieve the traffic on the old bridge just east of Ontario has not been realized. Therefore, residents in this section of the Snake River valley need a modern bridge across the river to match the good highways that have been constructed, especially on the Oregon side, in the last few years.

Because of the narrowness of the present bridge, many accidents have occurred on it and on the approaches.

We hope you will give your earnest consideration to this proposal.

Yours very truly,

K.V. Powell

K.V. Powell
President

ARMCO DRAINAGE & METAL PRODUCTS, INC.

ROCKY MOUNTAIN DIVISION

P. O. BOX 59 ONTARIO, OREGON

April 8, 1961

Oregon State Highway Commission
Salem,
Oregon

Gentlemen:

This is to ask you to reconsider the old bridge accross the Snake River east of Ontario.

We have two trucks operating out of this office and a good part of our hauling is into Idaho. We also have a good many customers coming in from that area. We use the new twin bridges whenever feasible but a lot of the time it isn't. The old bridge is just not adequate to accomodate the traffic it has to bear.

We thought when the new bridges were in use the situation would be alleviated, but we haven't been able to see much difference.

May we ask again that you reconsider this problem.

Sincerely Yours

Armco Drainage & Metal Products, Inc.

By E. A. Lemson
Ont. Plant Mgr.

ARMCO FABRICATED PRODUCTS | Corrugated Pipe for Culverts, Sewers, Conduits • Metal End Sections • Metal Bridge Plank • Water Control Gates • Perforated Subdrainage Pipe • Welded Steel Pipe • Foundation Pile Shells • Steel Buildings • Guard Rail Retaining Walls • Trench Sheeting • Tunnel Liner Plates • Irrigation Equipment • Other Fabricated Steel Products

PACIFIC TRAILWAYS

"The Friendly Line"

[illegible]

NATIONAL TRAILWAYS BUS SYSTEM

April 8, 1961

315 N. Ninth
Boise, Idaho

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

I wish to advise that I heartily endorse the efforts of the people of the Ontario, Oregon area who are attempting causative action pursuant to the building or remodeling of a bridge crossing the Snake that will safely handle all sizes of equipment.

Our company operates two schedules daily that use this bridge. It is necessary for us to give our drivers special instructions regarding the use of this bridge. It is a physical impossibility for a truck and a bus to meet on this bridge or for two trucks to meet or is it a safe practise for the passenger car to attempt use of it while a truck or a bus is on the bridge.

It appears that an increasing urban and rural population or an increase in the number of vehicles per family have resulted in increased traffic rather than a decrease in traffic using this bridge even though new bridges have been built under the Interstate program.

I am sure that positive action on your part would result in sincere appreciation by the people of eastern Oregon and southwest Idaho.

Sincerely,

R. A. Waterman

R.A. Waterman
Div. Mgr.

FROZEN FRENCH-CUT POTATOES

FROZEN HASH-BROWN POTATOES

ONTARIO

Ore-Ida

POTATO PRODUCTS, Inc.

FROZEN FRENCH-FRIED POTATOES

FROZEN SHREDDED POTATO PATTIES

P.O. BOX 60 **ONTARIO, OREGON** PHONE TUCKER 9-8611

April 7, 1961

Oregon State Highway Commission
Salem
Oregon

Gentlemen:

The need for a wider bridge across the Snake River between Gayway Junction, Idaho and Ontario, Oregon is of great concern to Ore-Ida Foods, Inc. here in Ontario.

During the last ten years, our plant facilities have been expanded to handle more sweet corn and potato acreage. This acreage is delivered to us from the farms during the months of latter July, August, September and October.

We have always contracted over half of our sweet corn acreage in this immediate Idaho area. These growers use our John Deere heavy duty wagons to deliver their crop since the distance to the plant favors this type of operation.

Our growers immediately east in Idaho use the bridge consistently to deliver their produce, and we always have damaged wagons and trucks from scraping the sides of the trestle on the bridge. Some of our good growers have quit contracting with us due to this hazard.

Since we have a definite reason for using wagons and since we actually depend upon growers from Fruitland, New Plymouth and Payette, Idaho areas for our raw products, we earnestly request that you give every

consideration to a wider bridge in the interests of greater business economy and expansion, along with the improved facility and safety for those who travel.

Sincerely yours,

ORE-IDA FOODS, INC.

J. Blaine Holladay
Assistant General Manager

JBH/v

IDAHO POWER COMPANY

Ontario, Oregon April 7, 1961

Oregon State Highway Commission
Salem,
Oregon

Gentlemen:

With our District office and warehouse located in Payette, Idaho we find it necessary to use the old Snake River bridge east of town practically everyday, using both passenger cars and trucks.

We assumed along with many others that opening the interstate highway last year would greatly curb the traffic flow over the old bridge. To our casual observance this has not been the case. The hazardous condition of heavy traffic over this narrow bridge is still present with us today.

Our Company has always stressed safety to our employees and we urge them to be doubly cautious when crossing this old bridge.

We feel that the State Highway Commission should take another look at this bridge with the thought in mind of building another bridge along side to lessen the danger of future collisions and possibly loss of life.

Sincerely yours,

IDAHO POWER CO.

Lewis G. Bean

Lewis G. Bean
District Manager

LGB/var

FARMERS CO-OPERATIVE CREAMERY CO.

MANUFACTURERS OF SUNSHINE DAIRY PRODUCTS

BUTTER · ICE CREAM · MILK POWDER

SUNSHINE PASTEURIZED BUTTER

OTHER PLANTS AT:
ONTARIO, OREGON

MAIN OFFICE AND PLANT
PAYETTE IDAHO
P. O. BOX 149
PHONE MI 2-3388

April 7, 1961

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

During the present and past,our trucks have been delayed in crossing the Snake River bridge between Ontario, Oregon and Idaho,on U.S.Highway thirty.

We believe that it is very pertinent that a new bridge be built to relieve this congested traffic.

Yours very truly,

FARMERS COOPERATIVE CREAMERY

Frank E. Barber

HS/FEB

By Frank E.Barber

OFFICE OF
THE SUPERINTENDENT
TOM W. CALKINS

MAX B. MORSE, CLERK

ONTARIO PUBLIC SCHOOLS

DISTRICT NO. 8C
497 S.W. 3RD AVE. — PHONE TU 9-5374
ONTARIO, OREGON

BOARD OF EDUCATION
GEORGE W. BAIN, CHAIRMAN
ROBERT HUMPHREYS
CLIFFORD NIELSEN
HOLMES McCLEARY
WILLIAM CONGER

April 7, 1961

Members
Oregon State Highway Commission
Salem, Oregon

Gentlemen:

May I please add my comments to the interest that is being generated concerning a twin bridge across the Snake River east of Ontario?

The Ontario Schools are quite interested in this bridge because of the fact that 90% or probably more of our school activities in which we engage in competition with other schools is conducted with Idaho schools. From this angle of student safety this one bridge is a definite hazard. Of course, this same problem applies to all of these nearby Idaho towns who compete with Ontario, Nyssa, Vale and Adrian in school activities. If there were any other way around the problem of getting our buses to Idaho we undoubtedly would not even consider using this very narrow and inadequate bridge.

This present bridge should very definitely be a one-way bridge. It is so terribly narrow that it cannot nearly accommodate the present flow of traffic. When buses and trucks are involved it becomes strictly a one-way thoroughfare.

Your department has done and is continuing to do a great deal to improve the first impression travelers get when arriving in Oregon, for which you are to be highly complimented. However, we cannot fail to concern ourselves with the local heavy traffic flow between Idaho and Oregon, nor should we lose sight of the fact that even after the completion of the Interstate Freeway, a large number of tourists will undoubtedly continue to use the old road because of its scenic beauty through the Boise Valley and its approach into Oregon through Ontario.

Very truly yours,

T. W. Calkins
Superintendent of Schools
Ontario, Oregon
fg

Jaekel & Rogers

SWEET SPANISH ONIONS

SHIPPING:
POTATOES
JULY 10 - AUG. 30
SWEET SPANISH ONIONS
AUG. 10 - MAR. 15

GROWERS • PACKERS • SHIPPERS

P. O. BOX 450, ONTARIO, OREGON

April 7, 1961

State Highway Commission
Salem, Oregon

Gentlemen:

We transport considerable produce from the Idaho side to be packed and shipped out of Ontario. We find that our drivers do not like to drive over the old interstate bridge because of its narrowness. We believe more produce would be hauled over to the Oregon Side if the Idaho growers did not have to cross this narrow two-way bridge. We would surely like to see our state improve on this bottleneck.

Yours very truly,

JAEKEL & ROGERS

Thos. T. Iseri

TTI;mn

ONTARIO GROCERY COMPANY

WHOLESALE GROCERS

BOX 239

ONTARIO, OREGON

April 7, 1961

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Our trucks make regular trips to and from Idaho using the Old Bridge east of town, in fact, about 80 per cent of our Idaho tonnage is involved in deliveries to New Plymouht, Fruitland, Payette, Weiser, Midvale, Cambridge, Council and Pine Ridge.

With the advent of the new Bridges up the river we anticipated that the traffic ouer the Old Bridge would be relieved. Our drivers rpport they can see no material change in the traffic flow. With the ever widening trend in auto construction, the safety factor on this Old Bridge has been increased rather than lessened.

We would like to join with other firms and organizations whose members make daily use of this bridge, in calling the above fact to your attention. We trust that you will find someway to correct this hazardous situation.

Sincerely Yours,

B. L. Baird

B. L. Baird
Ontario Grocery Co.

BLB;lh

VAN PETTEN LUMBER COMPANY

DISTRIBUTORS OF
BUILDING MATERIALS AND FUELS

☆

ONTARIO, OREGON

April 7, 1961

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

We would like once again to call your attention to the badly needed bridge across the Snake River East of Ontario.

As I'm sure car counts have shown there has been very little change in the number of cars and trucks crossing this bridge, even with the new highway. With thesesnew wide cars it seems like a 50 - 50 gamble to crose that bridge. It certainly does not help Ontario retain the business it has recieved in the past from the Idaho side, which in turn reacts in allof our income.

I sincerely hope that this year of 1961 you will see your way to help this local condition and the residence of the the state we have now.

Sincerely yours

Edward L. Bicknese
Mgr.

ELB/s

ONTARIO
LIVESTOCK COMMISSION CO.

OREGON'S LARGEST LIVESTOCK AUCTION

P. O. BOX 7
ONTARIO, OREGON
PHONE TU 9-8636

April 7, 1961

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

For a number of years we have received complaints from many of the livestock truckers who use the narrow high way bridge coming from Idaho on U.S. 30.

Since the time that the new free-way was planned to cross the river at a different point, we have understood the desirability of delaying construction of a better crossing on the old road, until an opportunity was available to see the effect of the new route. However, it now appears that traffic on the old route has not been materially decreased. This is particularly true of livestock traffic, since cattle and horses must be brand inspected before leaving Idaho, and, the most convenient brand inspection point is the Idaho office just east of the old bridge at the Pay-Ont Drive In Theatre.

The old bridge is so narrow that it is very hazardous for trucks of any size, and, also to any traffic which may be on it at the same time trucks are. Additionally, it causes a great deal of delay in many cases.

Therefore, we would certainly appreciate your consideration of the possibility of building an additional bridge, or improving the present one, so that the present dangerous situation can be remedied.

Sincerely yours,
Morgan Beck
Morgan Beck,
Business Manager

CONSOLIDATED FREIGHTWAYS

CONSOLIDATED FREIGHTWAYS

Ontario, Oregon
April 6, 1961

Oregon State Hiway Commission
Salem, Oregon

Gentlemen:

It would be my suggestion that you please reconsider the building of another bridge across the Snake River east of Ontario Oregon.

The present bridge is very narrow and is a traffic hazard for all motorists using it.

We use this bridge daily with our delivery trucks and occasionally with our line haul equipment and when two trucks approach at each end it is necessary for one to wait as the clearance is not adequate for the two to pass.

Our traffic accidents in Oregon are high and a new bridge at this point would certainly help reduce them.

Very truly yours,

CONSOLIDATED FREIGHTWAYS

Ray G Roark

Ray G. Roark
Term. Mgr.

March 2, 1961

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

It has been brought to my attention that the Ontario Chamber of Commerece is working hard to have a change made on the Snake River Bridge at Ontario on the old U S 30 highway.

I for one will say that this is very badly needed. The present structure is far too narrow for safety. My trucks cross this bridge many times per day and I will saw iys a thrill to get across alive, all my driver feel the same way. This project requires the attention of immediate planning.

Yes, as a man in transportation, I cry about taxes, however I feel that there may be some near future project somewhere in the state which has less need from which the funds could be used therefore stopping the need for more taxes.

I have seen people on foot on this bridge hanging on the rail to avoid being killed. Also it it is felt as not needed just inspect the trucks which cross it regular. You will find some of the State Highway paint on most of them. Also I have many dollars worth of rubber on the curb rail which used to be on my tires.

For the sake of safety I want to see invitations for bids on this job very soon. A good share of that money was mine, so spend some of it on this bridge.

Very Truly Yours,

VOGT TRANSFER & STORAGE CO
Clarence H Vogt
Clarence H Vogt

cc; Ontario Chamber of Commerece

CHV/ev

COPY

Oregon State Highway Commission,
Salem, Oregon

Dear Sirs,

As we are engaged in the selling and transportation of Trailer Houses, we use the bridge between Idaho and Oregon frequently. Most of our trailers are 10 feet wide and this makes it quite a job to get across this extremely narrow bridge. Because this bridge is so narrow it is one of the greatest hazards in this part of the country. This should be corrected without any delay.

Is there anything that can be done about this dangerously narrow bridge?

Sincerely,

Norman Anderson,
Manager of Andy's Trailer Sales
Ontario, Oregon

Oregon State Highway Commissioner,

Salem, Oregon.

Subject: Need of a new bridge between Ontario and Gayway Junction,

There seems to be no let up in traffic across the old bridge, and many of our customers hauling blocks from our plant , worry about driving their trucks onthe narrow bridge.
No doubt it effects our trade, with some of our customers living about equal distance between here and Nampa or BOise, where they have blocks plants also.

The bridge is especially dangerous during the winter months when they are wet or icy.

Superior Block
by C.O. Hammon (Partner)
Box 214 Ontario, Oregon

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION

COMPARISON OF VEHICULAR TRAFFIC, ONTARIO-IDAHO LINE SECTION, BEFORE AND AFTER RELOCATION OF OLD OREGON TRAIL HIGHWAY I 80-N

Vehicular traffic volumes not enclosed are 1959 ADT before relocation of Old Oregon Trail Highway I 80-N
Vehicular traffic volumes enclosed ▭ are 1960 ADT after relocation of Old Oregon Trail Highway I 80-N

November 1960

RECEIVED
DEC 29 1965
FOR FILING
123-1117
6963

AGENDA
APR 14 1961
2 P.M Del

April 10, 1961

Mr. H. F. Logue, Secretary
Malheur County Development Association
Ontario Chamber of Commerce
Moore Hotel Building
Ontario, Oregon

Dear Mr. Logue:

This is to confirm our telephone conversation earlier today in which you requested an appearance before the Highway Commission at its next meeting for yourself and other members of the Ontario Chamber of Commerce regarding construction of a second bridge across the Snake River east of Ontario.

Fifteen minutes of time has been reserved for you and the members of your delegation, beginning at 2:00 p.m. on Friday, April 14, in Room 419 State Highway Building, Salem.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

FO:jmc

cc: Commissioners
W. C. Williams

2:00 P.M
D

RECEIVED
DEC 28 1959
FOR FILING
123-1117
6163

December 24, 1959

Honorable Anthony Yturri, Chairman
Legislative Highway Interim Committee
89 S. W. 3rd Avenue
Ontario, Oregon

Dear Senator Yturri:

I am sorry to advise you that I can give you no information relative to scheduled construction of an additional bridge across the Snake River one mile east of Ontario.

As you well know, we will during the summer of 1960 open the new freeway bridges across the Snake River southeast of Ontario, which will remove a very considerable amount of traffic from the existing bridge. Also, any new bridge that might be constructed near the present bridge would necessarily be a joint obligation of the States of Oregon and Idaho, and such matter, as of this date, has not been discussed; neither has the Highway Commission considered the matter of building a new bridge in the near future.

Very truly yours,

W. C. Williams
State Highway Engineer

cc to: Mr. Forrest Cooper

WCW:me:ae

MEMBERS
ANTHONY YTURRI
STATE SENATOR
CHAIRMAN
NORMAN HOWARD
STATE REPRESENTATIVE
VICE CHAIRMAN
WILLIAM HOLMSTROM
STATE REPRESENTATIVE
SECRETARY

MEMBERS
R. F. CHAPMAN
STATE SENATOR
BOYD OVERHULSE
STATE SENATOR
ROBERT L. ELFSTROM
STATE REPRESENTATIVE
BEULAH J. HAND
STATE REPRESENTATIVE

STATE OF OREGON
LEGISLATIVE HIGHWAY INTERIM COMMITTEE
ROOM 315, CAPITOL BUILDING
SALEM, OREGON

December 23, 1959

NOTED
W. C. WILLIAMS

Mr. W. C. Williams
State Highway Engineer
Highway Building
Salem, Oregon

Dear "Dutch":

I have been asked by the Chamber of Commerce in Ontario and numerous individuals to ascertain the scheduled construction of the additional bridge across the Snake River approximately one mile east of Ontario.

The present bridge as you will no doubt recall is extremely hazardous and narrow and a great deal of interest and continuing demand for construction of the parallel bridge has been demonstrated. I will appreciate whatever information you are able to provide me in connection with the program of this particular bridge.

Sincerely,

Tony

Anthony Yturri
Chairman

AY:mc

RECEIVED
DEC 24 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 24 1959
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 1 - 1957
FOR FILING

file

April 29, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Attention: Office Engineer

Dear Sir:

In response to a December 28, 1956 request from our Idaho District office to Regional Engineer Andrews, your January 10, 1957 letter advised that project number L-67(7) would be assigned to the Snake River Bridge at Ontario on FAI Route 2. A recent Regional office memorandum on this project is quoted for your information as follows:

"The State of Idaho has proposed the programing of preliminary engineering for its portion of the work on the above noted bridge, explaining that Oregon is doing the actual designing work.

You will recall in a similar situation at Nyssa that it was necessary to program such work concurrently as between the two States. In that previous case the Idaho project number was also used. The number now proposed in that State is I-3021(10) and we suggest that Oregon adopt this project number and also that they submit a formal program request for approval of their part of the preliminary engineering so that the two program items can be processed at the same time.

Oregon has already programed the right-of-way on the approach to this bridge but concurrent programing of this item is not necessary since no right-of-way is involved in the stream channel where the State line occurs."

Our Washington office expressed a preference for the Idaho project number in the previous similar situation, mentioned above, since it was governed by formal control section procedures.

We would appreciate submission of the necessary documents as requested.

Very truly yours,

C. G. POLK
District Engineer

Original to
Mr. Probert

RECEIVED
JAN - 1957
FOR FILING

123 1117

#46265

08-35

January 8, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Attention: Office Engineer

Dear Sir:

The Idaho Department of Highways desires to program in Stage 1 their half of the Interstate bridge near Ontario. Our District office in that State has been asked to coordinate the Federal-aid project number between the States.

Item 17, Project I-67(6) provides for right-of-way acquisition for this structure and future construction westerly. We would appreciate your selection and reservation of a project number for the bridge construction in the series required which can be used by Idaho.

We understand that your department is to design this structure. If you have information as to the approximate cost of the bridge, it would be advisable to also transmit this cost estimate to Idaho for programing purposes.

Very truly yours,

C. O. POLK
District Engineer

NOTED
FORREST COOPER

Original to SNP

26-1174 Ross Island Br. & Milw. Ave. 1966
U'Xings on Pac. Hwy. in Ptld.
#6964

RD 639

RECEIVED
MAY 13 1968
FOR FILING

26-1174

6164

May 13, 1968

Reliance Insurance Company
Portland Office
620 Oregon Bank Building
Portland, Oregon 97204

Gentlemen:

A second post-final payment for $1,658.02 will be made to Schrader Construction Company on Contract No. 6964 for construction of the Ross Island Bridge Extension and Milwaukie Avenue Undercrossing Replacement on the Pacific Highway East in Multnomah County as soon as the warrant is prepared.

The total amount paid on this contract will be $641,985.28 including this post-final payment. Of the total $6,511.66 is for force account work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm
cc Schrader Construction Company
7912 S. E. Powell Boulevard
Portland, Oregon 97206

Daly and Company
Board of Trade Building
Portland, Oregon 97204
C. H. Maison
Attn: John Herr

RECEIVED
APR 29 1968
FOR FILING

26-1174
6964

April 29, 1968

Reliance Insurance Company
Portland Office
620 Oregon Bank Building
Portland, Oregon

Gentlemen:

A post-final payment for $9,300 will be made to Schrader Construction Company on Contract No. 6964 for construction of the Ross Island Bridge Extension and Milwaukie Avenue Undercrossing Replacement on the Pacific Highway East in Multnomah County, as soon as the warrant is prepared.

The total amount paid on this contract will be $639,727.26, including the post-final payment. Of the total, $4,853.86 is for force account work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

cc Schrader Construction Company
7912 S. E. Powell Boulevard
Portland, Oregon 97206

Dooly & Company
Board of Trade Building
Portland, Oregon

bc C. H. Maison
Attn: John Herr

RECEIVED
MAY 15 1968
FOR FILING

26-1174

6964

April 24, 1968

Schrader Construction Company
7912 S. E. Powell Boulevard
Portland, Oregon 97206

Gentlemen:

The State Highway Commission at its meeting on April 23 considered your request for an extension of time on Contract No. 6964 for the Ross Island Bridge Extension and the Milwaukie Avenue Undercrossing Replacement on the Pacific Highway East in Multnomah County.

After careful consideration, the Commission granted you an increase of 41 days for Unit A (Ross Island Bridge Extension) and 21 days for Unit B (Milwaukie Avenue Undercrossing Replacement).

Very truly yours,

Floyd Oxley, Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc A. E. Johnson
Robert Shotwell
L. H. Young
Ivan Merchant
C. H. Maison

RECEIVED
APR 11 1968
FILE
26-1174
1964

April 10, 1966

Reliance Insurance Company
Portland Office
620 Oregon Bank Building
Portland, Oregon 97204

Gentlemen:

Contract No. 6964 awarded to Schrader Construction Company for structures on the Ross Island Bridge Extension & Milwaukie Avenue Undercrossing Replacement of the Pacific Highway East in Multnomah County was completed on February 8, 1968, and accepted by the Highway Commission on April 9, 1968.

Final payment in the amount of $28,853.43 will be released to the contractor after April 17, 1966. The total contract amount is $630,427.26 including $4,853.86 for work performed under forces account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

gs

cc: Schrader Construction Company
7912 S. E. Powell Blvd.
Portland, Oregon 97206

Dooly & Company
Board of Trade Building
Portland 4, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
MAR 10 [illegible]
FOR [illegible]

26-1174
6964

April 9, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed February 8, 1968, on Contract No. 6964. The contract was with Schrader Construction Company, Inc., and was for structural work on the Ross Island Bridge Extension and Milwaukie Avenue Undercrossing Replacement Section of Pacific Highway East in Multnomah County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective April 9, 1968, and that you concur in this procedure at the Commission meeting on April 23.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
Ivan Merchant
L. H. Young
L. W. Rulien

srb jes

RECEIVED
MAR 13 1968

26-1174
6464

March 12, 1968

Oregon State Highway Commission

Request for Extension of Time
No. 1
April 16, 1968 meeting

Gentlemen:

Schrader Construction Company, Inc., contractor for the construction of the Rose Island Bridge extension and the Milwaukie Avenue undercrossing replacement on the Pacific Highway East in Multnomah County, Contract No. 6964, has requested that he be granted an additional 45 days to complete Unit A (Rose Island Bridge extension) and an additional 21 days to complete Unit B (Milwaukie Avenue undercrossing replacement) of the contract. The contractor cites extra work added to Unit A and inclement weather occasioned by a delay in site availability at Unit B as his reasons for failure to complete the work on time.

The contract allotted 240 calendar days to complete each of the units, with the site of Unit A available immediately and the site of Unit B to be available on notice which would be issued on or about April 1, 1967.

Two hundred and eighty-one calendar days were charged through to completion of Unit A and two hundred and sixty-one days were charged through to completion of Unit B.

Unit A was essentially complete and in full use by traffic at the expiration of the allotted time. Additional time was required to complete extra work added to the contract.

The site of Unit B was not available to the contractor until late May, some 45 days after the indicated day by reason of utilities interference. This delay in site availability extended the completion date from an anticipated date of November 30 to January 15. Weather conditions at intermittent periods throughout December and January were such that satisfactory concrete finish and structural steel painting could not be done.

The reasons listed above justify an increase of 41 days for Unit A and 21 days for Unit B.

I recommend that the number of days for each unit be increased accordingly. This will waive all liquidated damages.

This matter will be on the agenda for your consideration at the April 16 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enclosure

cc: Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison
A. E. Johnson

CAG:jf jes

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of ~~Workdays~~ CALENDAR DAYS

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of ~~workdays~~ calendar days within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6964 Contractor Schrader Construction Company

Highway Pacific East

Section Ross Island Bridge Extension and Milwaukie Ave. Dixing Replacement

Kind of Work Structures

It is recommended that the request for increase in the number of ~~workdays~~ calendar days within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Additional work added at Ross Island Bridge requires additional calendar days for completion.

Recommended for Approval:

Edward Hackett
Assistant Division Engineer

Ivan V. Merchant
~~Construction Engineer~~ or Bridge Engineer

Tom Price Jr. asst
State Highway Engineer

Contract No.	6964
Project designation	State / State-Federal
Date awarded	January 13, 1967
Work started	January 25, 1967
Per cent completed	100% 11-1-67 / Date
No. of ~~Workdays~~ calendar days Allowed	240
No. of ~~Workdays~~ calendar days Used	~~231~~ 281
No. of Added ~~Workdays~~ calendar days Requested	45

Unit A

E-230 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of ~~Workdays~~ CALENDAR DAYS
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date ..September 13.., 19..67..

Gentlemen:

We, the undersigned, respectfully request an increase in the number of ~~workdays~~ calendar days from ..240.. days to ..285.. days, within which to complete our Contract No. ..6964.., without the assessment of liquidated damages. The said contract is described as follows:

Ross Island Bridge Extension

The dates of the ~~workdays~~ calendar days during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

This extension is to cover the time necessary to accomplish the additional work to contract required for the "early use of the Ross Island bridge structure".

Respectfully submitted,

SCHRADER CONSTRUCTION CO., INC.
Contractor

By R. A. Schrader
R. A. Schrader, President

CONSENT OF SURETY

Date ..September 18.., 19..67

We, ..RELIANCE INSURANCE COMPANY..

.., as

surety on the bond guaranteeing the completion of the contract above named and listed, hereby join in and consent to said request for an increase in the number of ~~workdays~~ calendar days and hereby agree to remain fully bound as surety in all respects as if the number of ~~workdays~~ calendar days remained as stipulated in the original agreement.

Attorney-in-fact

(SEAL)

Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

RECEIVED
APR 5 1967
OREGON STATE HIGHWAY COMMISSION

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6964 Contractor Schrader Construction Company, Inc.

Highway Pacific Highway East

Section Ross Island Bridge Extension and Milwaukie Ave. U'Xing Replacement

Kind of Work Structures

It is recommended that the request for increase in the number of workdays within which to complete said contract be DENIED or GRANTED. The reasons for such recommendation are as follows:

Access to site of work was delayed from an anticipated date of April 1, 1967, to May 11, 1967.

Recommended for Approval:

Edward L. Hendrickson
Assistant Division Engineer

Duane V. Marchant
Construction Engineer or Bridge Engineer

Tom Bryson
State Highway Engineer

Contract No.	6964
Project designation	State (State-Federal)
Date awarded	January 13, 1967
Work started	Unit B. May 24, 1967
Per cent completed	100% February 8, 1968 (Date)
No. of Calendar days Allowed	240
No. of Calendar days Used	261
No. of Added Calendar days Requested	21

Unit B

E-320 (Rev.)—6M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date February 9, 19 68

Gentlemen:

We, the undersigned, respectfully request an increase in the number of calendar days from 240 days to 261 days, within which to complete our Contract No. 6964, without the assessment of liquidated damages. The said contract is described as follows:

Milwaukie Undercrossing Replacement

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: It was anticipated that the utility lines would be removed from the old structure by April 1, 1967. This removal was delayed until May 11, 1967, or 41 calendar days. The delay in utilities removal forced the construction schedule into winter operations in which the temperature and rain and/or snow were not suitable for painting of concrete and structural steel.

It is requested that extension of 21 calendar days be allowed for completion of this contract.

Respectfully submitted,

SCHRADER CONSTRUCTION CO., INC.
Contractor

By L. A. Schrader
L. A. Schrader, President

CONSENT OF SURETY

Date February 23, 19 68

We, RELIANCE INSURANCE COMPANY, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Lloyd I. Prouty
Lloyd I. Prouty, Attorney-in-fact

(SEAL)

R M Braley
Resident Agent

26-1174
6964

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Ross Isl. Br. Ext. & Mil. Ave. U'Xing Replace.		WEEK ENDING: 12/23/67
		SECTION PREFIX: 26-1174
HIGHWAY: Pacific East		COUNTY: Multnomah
NAME OF JOB: Ross Island Bridge Ext. and Milwaukie Ave. U'Xing Replacement	KIND OF WORK: Structure	
CONTRACTOR: Schrader Construction Co., Inc.	CONTRACT NUMBER: 6964	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: 1/13/67	DATE WORK STARTED: 1/25/67	ESTIMATED COMPLETION DATE: 2/1/68
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 15 SUPERVISION: 2	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS AAB 240	CALENDAR DAYS USED A. 281 B. 214
PROJECT AUTHORIZATION: $732,540.37	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED A. 117.1% B. 89.2%
EXCLUSIVE OF ENGINEERING: $680,448.61	ENGINEERING AUTHORIZATION $52,091.76	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 65%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $652,369.00	ENGINEERING COST TO DATE $42,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 65%
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 4.1 %	PERCENT OF AUTHORIZATION 80.6 %	DATE PROJECT WAS COMPLETED: Unit A. 11/1/67

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
		Does Not Apply					

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED	Does Not Apply				
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY	1 0				
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:
Cat loader, cranes, air compressors, forklift, backhoe, trucks, wagon drill, headache ball, and small tools.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	6767A	2237A						
PERCENT	100%	55.7%						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY		Does Not Apply		
MONDAY	Cloudy-snow		"	
TUESDAY	Cloudy-snow showers 35°		"	
WEDNESDAY	Snowing 32°		"	
THURSDAY	Cloudy-cold 32°		"	
FRIDAY	Cloudy-rain 47°		"	
SATURDAY			"	

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan
Pease E
Maddock
Troop
Scott
Willi
Litchfield
Nixon

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DEC 26 1967
HIGHWAY DEPT.
CONSTRUCTION DIVISION
AM 7,8,9,10,11,12,1,2,3,4,5,6 PM

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Milwaukie Ave.: Placing deck steel East side. Removing Westerly section of old ftg. with crane & headache ball. Wagon drill working on East end Abut. ftg. Contractor directed to stop sacking due to low temp. & inability to heat.
TUESDAY	Milwaukie Ave.: Exc. for water line south Abut. #1. Wagon drill drilling on Abut. #2 (old) wall. Carpenters left at noon & steel workers at 10:30 due to weather.
WEDNESDAY	Milwaukie Ave.: Demolition work on Abut. #2 (old) ftg & wall with wagon drill & crane & headache ball. No work on deck due to weather.
THURSDAY	Milwaukie Ave.: Demolition work on Abut. #2, drilling holes with wagon drill. Setting posts for guard rail.
FRIDAY	Milwaukie Ave.: Pour handrail extension E wall. Placing rebar in deck. Demolition work on Abut. #2 drilling holes with wagon drill. Installing Utility Hole covers.
SATURDAY	

REMARKS

Ross Island: All work complete.
Milwaukie Ave.: West side of new structure is open to traffic. the steel beams are all in place. Next Week: Con't to place rebar in the east side deck, con't. to finish concrete, and con't. to work on the removal of old Abutment No. 2. Weather permitting to pour the east side deck section.

SIGNED Donald J. Reinkemeyer, Structural Inspector.

LOCATION 900 N. Stanton St. Portland, Oregon 97227

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

October 5, 1967

Oregon State Highway Commission

Gentlemen:

On October 6, 1966, we received approval for the survey on the Rose Island Bridge-Hockey Section, Pacific Highway East in Multnomah County. After the survey approval, a decision was made that a hearing for those concerned was desirable; therefore, a public hearing was held July 17 - 18, 1967 and all problems arising from this hearing have been resolved.

The length of this project is 1.98 miles. The estimated construction cost is $2,700,000 and the estimated right-of-way cost is $1,350,000, for a total estimated cost of $4,050,000. Attached is a revised map of this project with the hearing date and dates changed. We recommend your approval and confirmation of the original survey approval.

This matter will be on the agenda for the October 31 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attach.

cc Floyd Query
R. L. Porter
F. B. Klaboe
V. D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
D. H. Moehring
L. W. Rulien

BG:jr kf

RECEIVED
FEB 23 1967
FOR FILING

26-1174
1714

OREGON STATE H[illegible] WAY DEPARTMENT
News Release
February 17, 1967

FOR IMMEDIATE RELEASE

Effective 8:00 a.m., Monday, February 20, no pedestrians will be allowed on the Ross Island Bridge. Construction operations at the east end of the Bridge require that a portion of the sidewalk be removed.

Motorists in the area of the east end of the Bridge, both on Powell Blvd. and McLoughlin Blvd, are requested to exercise extreme driving caution. The Bridge is being reconstructed in order to accommodate the widening of McLoughlin Blvd. This work makes it necessary, during off-peak hours, for construction equipment and workmen to occupy roadway areas.

At the present time a detour trestle is being built on the north side of the Bridge over McLoughlin Blvd. When completed, westbound traffic will be routed over it to allow the contractor access to the westbound lanes of the Bridge.

* * * * * * * *

FOR ADDITIONAL INFORMATION:
Call 235-8911, Ext. 53
Oregon State Highway Department

[illegible]
JOM [illegible]

COPIES TO: Forrest Cooper
R. L. Porter
Tom Edwards
Lloyd Shaw
F. B. Klaboe
Victor Wolfe
John Earley
L. E. George
F. D. Morgan
Ivan D. Merchant
Robert Shotwell

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FEB 20 1967
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-128X 5OM 7-66

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FEB 16 1967

COMMISSION MEMBERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

71-1174
6464

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 14, 1967

Portland General Electric Company
621 SW Alder Street
Portland, Oregon 97205

ATTENTION: Mr. C.E. Robertson

Re: Utility Conduits on Structures
Milwaukie Ave. Overcrossing Replacement
Pacific Highway East
Multnomah County

Gentlemen:

The successful bidder, Schrader Construction Company, has bid a lump sum of $500 for the installation of your utility conduits on all structures on this project.

If this meets with your approval, please remit a check in the amount of $500 made payable to the Oregon State Highway Department, at your earliest convenience. This check should be sent to:

Mr. F.D. Morgan
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

ATTENTION: Mr.T.W. Litchfield

Very truly yours,

F.D. Morgan
Construction Engineer

By Julian Entwright

T.W. Litchfield
for Utilities Liaison Engineer

JMC:sg

cc: ~~Tom Edwards~~
F.B. Klaboe
I.D. Merchant
C.H. Maison
L.H. Young
A.E. Johnson
R.E. Shotwell
Jack Hesla

NOTED
TOM EDWARDS

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FEB 17 1967
OFFICE OF

FORM E-123X 60M 7-66

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH M. FINDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 14, 1967

Pacific Northwest Bell Telephone Company
410 NE Clackamas Street
Portland, Oregon 97212

ATTENTION: Mr. G.T. Westerfield

Re: Utility Conduits on Structures
Milwaukie Ave. Overcrossing Replacement
Pacific Highway East
Multnomah County

Gentlemen:

The successful bidder, Schrader Construction Company, has bid a lump sum of $800 for the installation of your utility conduits on all structures on this project.

If this meets with your approval, please remit a check in the amount of $800 made payable to the Oregon State Highway Department at your earliest convenience. This check should be sent to:

Mr. F.D. Morgan
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

ATTENTION: Mr. T.W. Litchfield

Very truly yours,

F.D. Morgan
Construction Engineer

By Julius Litchfield
for T.W. Litchfield
Utilities Liaison Engineer

JMC:sg

cc: Tom Edwards
F.B. Klaboe
I.D. Merchant
C.H. Maison
L.H. Young
A.E. Johnson
R.E. Shotwell
Jack Hesla

NOTED
TOM EDWARDS

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OFFICE OF

RECEIVED
MAR 7 - 1967

FOR FILING

26-1174

6964

AGENDA
4r

February 9, 1967

RAILROAD COMPANIES
FILE No. 639

Portland Traction Company
1800 S. E. Water Avenue
Portland, Oregon 97214

Attention: Mr. P. A. Adams
Superintendent

Gentlemen:

We are enclosing for your signature two fully executed copies of an agreement allowing construction of a detour structure over property required by the construction of the Ross Island Bridge Overcrossing on the Pacific Highway East in Portland.

When you have signed these agreements, please return one fully executed copy to this office for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

lmr
Enclosures

cc: Ivan D. Merchant
T. W. Litchfield

RECEIVED
FEB 2 - 1967

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
BAKER
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

26-1174
6964

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

February 2, 1967

Schrader Construction Company
7912 S. E. Powell Blvd.
Portland, Oregon 97206

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 6964 for the extension of Ross Island Bridge and the replacement of Milwaukie Avenue structure on the Pacific Highway East in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

Encl.

cc Reliance Insurance Company
Portland Office
620 Oregon Bank Building
Portland, Oregon

Dooly & Company
Board of Trade Building
Portland 4, Oregon

RECEIVED
JAN 30 1967
FOR FILE
26-1174
6964

January 27, 1967

Oregon State Highway Commission

Gentlemen:

There will be on the agenda for the January 31 meeting an agreement with the Portland Traction Company allowing the construction of a detour structure over its property required by the construction of Rose Island Bridge Overcrossing of the Pacific Highway East in Portland.

This agreement provides that the Railroad will grant to the State a temporary easement for the construction of a detour on the northerly side of the Rose Island Bridge to handle traffic during construction. The State will pay the Railroad for any engineering inspection and flagging charges that may be required. It also provides that the State will take the usual safety precautions when working around railroad facilities and requires that the State's contractor provide the usual insurance.

This agreement has been reviewed and found to be satisfactory with the exception of Section 7(a). This section has been deleted and the Railroad has agreed to this deletion. It will be necessary for you to initial this deletion when you sign the agreement. We recommend your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
(Attn. T. W. Litchfield)
C. H. Maison
A. E. Johnson

Mr. Query: Please see that deletion in agreement is noted by Commission.

TWL:sg fn

RECEIVED
JAN 16 1967
FOR FILING

36-1174

H. M. WILLIAMSON
CHIEF ENGINEER—SYSTEM
R. C. NISSEN 6967
ASSISTANT CHIEF ENGINEER
G. J. LYON
ASSISTANT TO CHIEF ENGINEER
J. A. HOLMES
ASSISTANT TO CHIEF ENGINEER

Southern Pacific Company

6960

65 MARKET STREET, SAN FRANCISCO, CALIFORNIA 94105

W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES—SYSTEM
A. D. DeMOSS
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
H. F. DULLY
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

January 13, 1967

IN REPLY PLEASE REFER TO
911700/323-2

Mr. Forrest Cooper
State Highway Engineer
State of Oregon
Salem, Oregon 97310

Dear Sir: Attention: Mr. F. B. Klaboe, Assistant State Highway Engineer.

Thank you for your letter of January 10, file 40209, Ross Island Bridge-S.E. Reedway Section, Pacific Highway East, Multnomah County, in connection with the proposed widening of S.E. McLoughlin Boulevard in the City of Portland, in which you offer further explanation for your rejection of Condition No. 3 of the proposed right of entry letter dated December 19.

We also discussed this matter with your Mr. Jack Sollis on January 11 and agreed with him that the State would proceed substantially as outlined in the last paragraph of your letter by the filing of a friendly Condemnation Suit.

We think this is the equitable way of proceeding as Southern Pacific will then be able to draw down the amount of the State's deposit and thereby obtain the economic benefit mentioned in the last paragraph of our letter of January 5.

We appreciate your statement that the filing of the complaint will not preclude further negotiations, and as soon as we have been able to obtain an appraisal of the fair market value of the property we will be in further touch with your appropriate representatives.

Yours very truly,

HM Williamson
Re

NOTED
F. B. KLABOE

RECEIVED
JAN 16 1967
OFFICE OF
STATE HIGHWAY ENGINEER

1-16-67

REFERRED TO
Morgan - Kobola
BY ASST. STATE HWY. ENGR.
Fitchfield Young Bernhard

RECEIVED
MAR 1 - 1967
FOR FILING

26-1174

6964

Bid Dec 15

January 13, 1967

Schrader Construction Company
7912 S.E. Powell Boulevard
Portland, Oregon 97206

Gentlemen:

The State Highway Commission on December 19, 1966, accepted your proposal for the Ross Island Bridge Extension and the Milwaukie Avenue Undercrossing Replacement on the Pacific Highway East in Multnomah County for the sum of $639,347 and referred it to the State Highway Engineer with authority to award the contract as soon as certain conditions have been satisfied.

These conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6964. Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin as defined in Section 8 of the contract.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Encls.
cc Pac. Bldr. & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

A.E. Johnson
Robert Shotwell
Frank Morgan
L.H. Young
I.D. Merchant
C.D. Matthis (SIAC)

RECEIVED
JAN 10 1967
FILE NO.
6-1174
6964

January 10, 1967

Mr. H. M. Williamson
Chief Engineer--System
Southern Pacific Company
65 Market Street
San Francisco, California 94105

Dear Mr. Williamson:

Re: File No. 40309, Ross Island Bridge-
S. E. Roadway Section, Pacific Highway
East, Multnomah County

This is in further explanation of the reasons for our rejection of your Condition No. 3 of your Permit of Entry dated December 19, 1966. We can only pay interest if it is necessary to file a complaint and acquire the property through court proceedings. If the property is acquired by option we do not pay interest.

Another factor in which your proposed Permit of Entry differs from our standard procedure is that our Permit of Entry states that interest will be paid from the date of possession if a condemnation action is filed. In your Permit of Entry, the interest commenced at the date of acceptance of the Permit.

We hope the above will explain our reasons for finding your Permit of Entry unacceptable.

Since bids have been received on the project and a contract will be awarded in the very near future, we will have to file a complaint this week. No service will be made and a deposit will be made into court for your use and benefit. The filing of the complaint will not preclude further negotiations and we hope that we can arrive at a solution that will be acceptable to the Southern Pacific Company and the State.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klabee
Assistant State Highway Engineers

cc: Forrest Cooper
R. L. Porter
G. E. Rohde
D. H. Moehring
F. D. Morgan
A. E. Johnson

JRO:CE srb

FORM E-20 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

January 9, 1967

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

B U I L D I N G

SUBJECT: File No. 40209-Southern Pacific Company
Ross Island Bridge-S. E. Reedway Section
Pacific East Highway
Multnomah County

The attached is a draft reply to answer Mr. Williamson's letter of January 5, 1967, requesting further explanation of the payment of interest on permits of entry.

G. E. ROHDE
Chief Counsel

John R. Oakes
Assistant Right of Way Engineer

JRO:CE

Attachment

cc: G. E. Rohde

RECEIVED
JAN 10 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO, CALIFORNIA 94105

H. M. WILLIAMSON
CHIEF ENGINEER—SYSTEM
R. C. NISSEN
ASSISTANT CHIEF ENGINEER
G. J. LYON
ASSISTANT TO CHIEF ENGINEER
J. A. HOLMES
ASSISTANT TO CHIEF ENGINEER

W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES—SYSTEM
A. D. DeMOSS
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
H. F. DULLY
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

January 5, 1967

40209

IN REPLY PLEASE REFER TO
911700/323-2

Mr. Forrest Cooper
State Highway Engineer
State of Oregon
Salem, Oregon 97310

Dear Sir: Attention: Mr. F. B. Klaboe, Assistant State Highway Engineer.

This refers to your letter of December 29, file 40209, about the proposed widening of S.E. McLoughlin Boulevard in the City of Portland.

We do not understand your rejection of Condition No. 3 of our proposed right of entry letter of December 19 as being not acceptable. This condition was closely patterned after that portion of a proposed permit of entry letter prepared by your people reading:

> "It is further understood that the Highway Commission will either negotiate a settlement or institute condemnation proceedings by July 1, 1967, and that in the event said lands are acquired by eminent domain, interest on any award will commence on the day the State or its agents take physical possession."

It is our opinion that when a property owner voluntarily gives the State possession of a parcel of land he is entitled to the economic benefit which he could have enjoyed had not the State been given use of the property.

Yours very truly,

HM Williamson
Re

1-9-67
cc Litchfield

F.B. Klaboe
NOTI

RECEIVED
JAN 9 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 29 1966

26-1174
6964

1284

December 29, 1966

RECEIVED
DEC 30 1966
OFFICE OF
HIGHWAY ENGINEER

Mr. H. M. Williamson
Chief Engineer--System
Southern Pacific Company
65 Market Street
San Francisco, California 94105

Dear Mr. Williamson:

Re: File No. 40209 - Southern Pacific Company, Ross Island Bridge-S. E. Reedway Section, Pacific Highway East, Multnomah County

This will reply to your December 19 Permit of Entry on the parcel of land which we need for highway purposes on the Ross Island Bridge-S. E. Reedway Section of Pacific Highway East, Multnomah County.

Condition No. 3 of your proposed Permit of Entry is not acceptable. The payment of interest is contrary to the policy of the Department except as outlined in ORS 366.392 which provides that a payment may be made into court upon the filing of a condemnation action and interest shall be allowed on the portion of a verdict in excess of the deposit.

If you are willing to delete Condition No. 3, the Permit will be acceptable to this Department. Please advise immediately as bids on the project have already been opened.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
D. H. Moehring
F. D. Morgan
A. E. Johnson

DHM:jp srb

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 28, 1966

To: Mr. F. B. Klaboe
Asst. State Highway Engineer

B U I L D I N G

SUBJECT: DRAFT REPLY
File No. 40209 - Southern Pacific Company
Ross Island Bridge - S. E. Reedway Section
Pacific Highway East
Multnomah County

Attached is a draft reply of an answer to Mr. H. M. Williamson's letter of December 19, 1966, directed to the Oregon State Highway Commission concerning the widening of S. E. McLoughlin Blvd. in the City of Portland.

G. E. ROHDE
Chief Counsel

D. H. Moehring
Right of Way Engineer

DHM:JP

Attachments

cc: G. E. Rohde
F. D. Morgan
Attn: Phil Preston

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO, CALIFORNIA 94105

14590

H. M. WILLIAMSON
CHIEF ENGINEER—SYSTEM
R. C. NISSEN
ASSISTANT CHIEF ENGINEER
G. J. LYON
ASSISTANT TO CHIEF ENGINEER
J. A. HOLMES
ASSISTANT TO CHIEF ENGINEER

W. J. JO
ENGINEER MAINTENANCE OF WAY AND STRUCTURES—SYSTEM
A. D. DeMOSS
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
H. F. DULLY
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

DEC 21 66

December 19, 1966

REFERRED TO
Admin
BY SECRETARY

Routing
Morgan
Docker
Bond
Barbee
Walker
Glenn
Sykes
Pease
IN REPLY PLEASE REFER TO
Morelock
911700/323-2
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
DEC 23 1966
CONSTRUCTION
DIVISION

AIR MAIL

Oregon State Highway Commission (2)
State Highway Building
Salem, Oregon 97310

Gentlemen:

This refers to your file No. 40209 in connection with the Ross Island Bridge - S.E. Reedway Section of the Pacific Highway East, involving the widening of S.E. McLoughlin Blvd. in the City of Portland.

In order to permit the State to proceed with its intended construction, Southern Pacific Company hereby permits the State of Oregon, its employees, agents and contractors to enter immediately upon those parcels of Southern Pacific property shown in yellow tint on the attached print of Oregon Division Drawing PA-455, revised Dec. 6, 1966.

The permission herein granted is subject to the following conditions:

1. State agrees to assume the entire expense of the highway construction.

2. State and Southern Pacific Company shall actively pursue negotiations for the establishment of the compensation to be paid by State to Southern Pacific for said parcels of land. In the event the parties hereto are unable to reach agreement within a period of one year from the date hereof on such compensation, State agrees to immediately file and thereafter prosecute with due diligence, a proceeding in imminent domain before a court of competent jurisdiction for the determination of the fair and just value of the property to be acquired by State and shown in yellow tint on the attached print.

3. State agrees that it will also pay to Southern Pacific Company, interest at the rate of six percent (6%) per annum on the agreed-upon compensation or on an award in an imminent domain proceeding.

RECEIVED
DEC 21 1966
OFFICE OF
STATE HIGHWAY ENGINEER

3. (Cont'd)

Such interest shall commence on the date of acceptance hereof by the State and shall cease on the date State pays such compensation or award to Southern Pacific.

Southern Pacific Company will arrange, as promptly as possible, for the removal of the poster panel signs now located on said parcels of property.

If the foregoing is satisfactory, please arrange for acceptance on behalf of the State on the enclosed duplicate copy of this letter and return it to this office.

Yours very truly,

H M Williamson
Re

Attach.

ACCEPTED THIS _____ DAY OF

_____, 196_ ON BEHALF OF THE STATE OF OREGON, ACTING BY AND THROUGH ITS STATE HIGHWAY COMMISSION.

BY_____
TITLE

RECEIVED
DEC 21 1966
OREGON
STATE HIGHWAY COMMISSION

V-17
34a

P.T. Co. R/W Line

Portland Traction Co. - Springwater Branch

P.T. Co. R/W Line

To Oregon City

℄ S.E. McLOUGHLIN BL'VD

S.E. LONG ST.

82.58 Ft.

125.79

138.07

Lease Area 114698

19,613 Sq. Ft.±

271.51

MILWAUKIE

S.E.

P.C.S. 498+37.6

S.E. SCHILLER

LEGEND

Yellow tint shows property

Shows S.P. Co. property line

Scale

OREGON DIV'N.
DRAWING PA-455
SHEET NO.

P.T. Co. R/W Line
Traction Co. - Springwater Branch
P.T. Co. R/W Line
BL'VD
℄ SE. McLOUGHLIN
SE. LONG ST.
AVE.
82.58 or Ft.±
125.78
136.07
93.64
Lease Audit 114698
19,613 Sq. Ft.±
271.51
MILWAUKIE
S.E.
P.C.S. 498+37.6
SE. SCHILLER

SOUTHERN PACIFIC COMPANY
PACIFIC LINES
Main Line
BROOKLYN
Sell Property
State of Oregon
Scale 1"=100' DWM December 1, 1966
Rev. Dec. 6, 1966

DRAWER

RECEIVED
NOV 22 1966
FOR FILING
21-1174
6464

November 22,1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Safety Improvement Projects -
State Financed

Dear Sir:

We are submitting data for a State-financed Safety Improvement Project "Ross Island Bridge-S.E. Roadway Street (Portland) Section of the Pacific Highway East in Multnomah County.

The project is listed on page 1 of 12 of the "Highway Safety Improvement Inventory, May, 1966". The estimated cost of safety improvement is $600,000 and consists of widening the existing narrow structures to provide additional traffic lanes to relieve traffic congestion and thus reduce the number of accidents.

The project was selected on the basis of accidents and engineering judgment.

The project is scheduled for contracting on or about December 15, 1966, under the name "Ross Island Bridge Extension and Milwaukie Ave. U'xing", and we hereby request the State be given credit for same on the first quarter (1966) of the over-all four year program in the amount of $600,000.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:ed
cc: E. H. Chase
F. B. Crandall
B. L. Gifford

RECEIVED
NOV 18 1966

FORM E-BOX—BOM—7-64 SP 6230-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

FOR FILING

21-1124

6.7.6.4.

Salem, Oregon
November 16, 1966

SUBJECT: Proposed highway safety improvement projects.

To:
F. E. Klaboe
Assistant State Highway Engineer
O f f i c e

Transmitted herewith for your use in the safety improvement project programming are documentation data for the Ross Island Bridge-Beechway Street Section, Pacific Highway East, Multnomah. This project is justified on the basis of engineering judgement.

Original Signed by
F. B. CRANDALL

F. B. Crandall
Traffic Engineer

REK:ep
Attachment
cc: Tom Edwards

NOTED
TOM EDWARDS

RECEIVED
NOV 17 1966
OFFICE OF
STATE HIGHWAY ENGIN.

ROSS ISLAND BRIDGE TO-REEDWAY STREET

SAFETY IMPROVEMENT PROJECT

Date November, 1966 Highway Pacific Highway East

Route No. FAP 26 Highway No. 1E M.P. 1.48 to M.P. 3.18

Urban [XX] Rural [ ]

Accidents from 1-1-63 to 12-31-65 Average Daily Traffic 35,900 (1965 ADT)

Total Accidents	1963-160 1964-209 1965-218 587	Persons Injured	72 99 87 258	Persons Killed	0 0 1 1	Accident Rate 1963--7.78 1964--9.66 1965--9.78 Rate-3 year Totals 9.10

Design Speed -- No. Lanes -- Parking none Type Terrain level

Alignment: Horz. Mild curves Vert. level Shoulders var.

Type of improvement Overcrossing structures are being extended to provide for widening the existing facility.

Estimated cost of improvement: $ 600,000

PROGRAM

FAP ___ FASC ___

FAS ___ State X

FAU ___ Other _____ (State-City)

FAI ___

Remarks: The high volume of traffic using US99E through this section requires additional traffic lanes. This should relieve the congestion and reduce the number of accidents. The existing structures over US99E will have to lenghened to provide for additional lanes.

RECEIVED
NOV 7 - 1966
FOR FILING

26-1174
6464

October 26, 1966

Agenda 3a-7
10-6-66

Hon. Terry D. Schrunk
Mayor of Portland
City Hall
Portland, Oregon

Dear Mayor Schrunk:

The State Highway Commission at its meeting on October 6 adopted a survey concerning improvement on the Ross Island Bridge-Roadway Section of the Pacific Highway East.

For your information, we have attached a sketch map showing the route of the new section and a copy of the Commission's "Survey Resolution No. 324" adopting the survey.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

Attachment

RECEIVED
OCT 4 - 1966
FOR FILING

76-1174
6764

October 3, 1966

Oregon State Highway Commission

Gentlemen:

The survey on the Hayden Island Bridge-Hockney Section of Pacific Highway East in Multnomah County has progressed to the point where we can delineate the necessary right-of-way for the construction of the East Hayden Island Bridge and approaches and the extension of the S.E. Milwaukie structure. A public hearing is not required. The length of this section is 1.98 miles and I am attaching a map for your information.

The estimated construction cost of this section is $2,700,000, and the estimated right-of-way cost is $1,350,000, for a total estimated cost of $4,050,000.

I recommend your approval of the survey and request authority to purchase the necessary right-of-way.

This matter will be on the agenda for the October 6 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attachment

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
D. H. Moehring
A. E. Johnson L. W. Rulien

BG:jr bg

FORM E-20 50M 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

September 29, 1966

SUBJECT: Ross Island Bridge-Reedway Section
Pacific Highway East
Multnomah County

To:

Mr. F.B. Klaboe
Assistant State Highway Engineer
Building

Enclosed are 14 copies of the survey approval map and a rough draft letter to the Commission on the subject section.

The structure portion of this section is scheduled for contract December 15, 1966. Descriptions have been written and forwarded to the Right of Way Section on the few parcels necessary for this contract portion.

Commission approval is desirous at the October 6 meeting to forestall any unanticipated right of way problems during negotiations.

F.D. Morgan
Construction Engineer

By Ben Gifford

Ben Gifford
Program Engineer

BG:jr
Attach

cc: J.E. Morelock

F-240(3) Forest Grove-Gaston Sec., 1966
#6965 Tualatin Valley Hwy. (Grad., pav. & struct's.) [redacted]

C & R 3210
C & R 3257
C & A 3313
A. A. 647

UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

6965

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

RECEIVED STATE HWY ENGR
JAN 15 73
REFER TO
FOR
Info
Moves
R/D
O/R
Sign
Act
File

January 12, 1973

Southern Pacific Transportation Company
324 Union Station
Portland, OR 97209

ATTENTION: Mr. E. A. Kendrew
Assistant Engineer

RE: Access Control
Forest Grove-Gaston Section
Tualatin Valley Highway
Washington County
Project No. F-240(3)
Contract No. 6965
R/W File: 36856
Your File: GMO 63498
O-PD-64-23

Gentlemen:

This is in reply to your letters dated September 22, 1971, December 20, 1972, and January 3, 1973, wherein you request the State compensate the Railroad for a loss of existing access rights.

Inasmuch as State has restored all of the access between highway and railroad that existed prior to reconstruction of the highway, it is our opinion that the Railroad is not entitled to any compensation for loss of access rights.

We will complete preparation of the necessary documents on the basis that the previously agreed upon compensation of $3,050 is mutually acceptable.

Very truly yours,

ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

NOTED
F. B. KLABOE

TWL:jly

cc: Southern Pacific - San Francisco

bc: ~~F. B. Klaboe~~
J. L. Sollis
L. W. Rulien
R. H. Rumbolz

STATE COPY

Monthly transaction number: 7-30	FHWA PR-2A (Rev. 10-68) U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	State: Oregon
Project report number: 12	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 7-17-70	County: Washington
Modification number: 2		Project number: F-240(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on February 20, 19 67, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,678,741.00	$ 1,678,528.57
Federal funds	$ 1,066,100.00	$ 1,066,537.05
Other revisions		

This modification is made for the following reasons:

Based on final voucher

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 17th day of July, 19 70.

Oregon State Highway Division
(Official name of Highway Department)

By P K Kabon

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By W R Bachelund
(Division Engineer)

For: R. E. Simpson

Monthly transaction number	PR-2A (10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State
9-17		Oregon
Project report number	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County
11	(PPM 24-1) 2-22-68	Washington
Modification number		Project number
1		F-240(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on February 20, 1967, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,566,643	$ 1,678,741
Federal funds	$ 994,900.00	$ 1,066,100.00
Other revisions		

34-1038 Grp #1

This modification is made for the following reasons:

Estimate revised to include increased road costs and approved price agreements & extra work orders.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 22nd day of August, 19 68.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

Asst. State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By _____
(Division Engineer)
R. E. Simpson

US COMM-DC 26364-P65

Oregon State Highway Department

Federal-Aid
Project No. F-240(3)

FOREST GROVE-GASTON SECTION OF THE

TUALATIN VALLEY HWY. IN WASHINGTON COUNTY

Revised Project Agreement estimate

Salem, Oregon, August 15, 1968

Type Code 6201
Roadway (Sta. 359+00 thru Ross. 363+02.31 = 88+63.87 to Sta. 329+30.23)
(Contract No. 6965)

Subtotal on previous estimate of January 25, 1967			$1,058,256.50
Previous estimate			
Trench Excavation	800 cu.yd.	$ 4.75	$ 3,800.00
Special Backfill in Drains	40 cu.yd.	5.90	236.00
Plant Mix Stone Base	135,000 ton	2.25	303,750.00
Bituminous Base Mixture	13,300 ton	4.50	59,850.00
Asphalt in Bituminous Mixture	600 ton	30.00	18,000.00
Asphalt Cement in Mixture	1,420 ton	30.00	42,600.00
21-inch Reinforced Concrete Bridge end Panels	600 sq.yd.	12.50	7,500.00
Special Steel Reinforcing	37,000 lb.	0.115	4,255.00
			$ 439,991.00

Revised estimate

Trench Excavation	2,934 cu.yd.	$ 4.75	$ 13,936.50
Special Backfill in Drains	533 cu.yd.	5.90	3,144.70
Plant Mix Stone Base	138,832 ton	2.25	312,304.50
Bituminous Base Mixture	14,076 ton	4.50	63,342.00
Asphalt in Bituminous Mixture	785 ton	30.00	23,550.00
Asphalt Cement in Mixture	1,732 ton	30.00	51,960.00
12-inch Reinforced Concrete Bridge End Panels	985 sq.yd.	12.50	12,312.50
Special Steel Reinforcing	72,662 lb.	0.115	8,356.13

Approved Price Agreements & Extra Work Orders

PA #3 County Road Extension			
Clearing & Grubbing	All Required	$	$ 2,500.00
Ditch Excavation, Unclassified	350 cu.yd.	2.50	875.00
Embankment in Place	4,569 cu.yd.	.63	2,878.47
Finishing Roadbed and Slopes	0.17 mile	800.00	
3/4" - 0 Material In Base	416 ton	2.50	1,040.00
Plant Mix Stone Base	4,127 ton	2.25	9,285.75
Class "B" Asphalt Conc. Mix	915 ton	4.65	4,254.75
Asphalt Cement in Mixture	58 ton	30.00	1,740.00

Class "A" Concrete in Box Culvert	93.84 cu.yd.	$ 77.00	$ 7,225.68
Metal Reinf. in Box Culvert	13,361 lb.	0.13	1,736.93
Guide Post, M-1	10 only	7.25	72.50
Guard Rail	650 lin.ft.	2.60	1,690.00
Rail End Pieces	4 only	4.50	18.00
Extra Guard Rail Posts	19 only	12.50	237.50
PA 7 Uncrushed Quarry Rock	1,926 cu.yd.	2.25	4,333.50
PA 8 Furnish & install Guard Rail Connections at Bridge Ends	20 only	40.25	805.00
PA 9 MS-1 Tack Coat	10 ton	60.00	600.00
PA 10 Furnish & Install Guard Rail			
Back up Plates	611 only	1.80	1,099.80
Type 'B' End Pieces	19 only	45.00	855.00
Anchors	17 only	200.00	3,400.00
Guard Rail Blocks	815 only	1.50	1,222.50
Extra Rail at Bridge Ends	20 only	37.00	740.00
Extra Guard Rail Posts	172 only	12.50	2,150.00
EMO #4 Emplace Water Line	All Required		822.09
EMO #6 Reinstall Salvaged Type 2 Barricade	All Required		502.71
EMO #7 Clean out Ditches	All Required		755.50
EMO #8 Repair Slopes	All Required		2,015.31
			$ 541,898.32
	Net Increase		$ 101,907.32
	Subtotal		1,160,163.82
	10% Engr. & Cont.		116,016.18
	Total		$1,276,180.00

Structures Same as Previous estimate of January 25, 1967 $ 402,561.00

Length of Roadway	4.500 miles	
Length of Structures (5)	0.138 mile	
Total	4.638 miles	
Cost of Roadway per mile		$283,595.56

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,276,180.00	$ 810,500.00	$465,680.00
Structures	402,561.00	255,600.00	146,961.00
	$1,678,741.00	$1,066,100.00	$612,641.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.
Prefix 34-1038

STATE COPY

m Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
3-2		Oregon
PROJECT REPORT NO.	FEDERAL-AID PROJECT AGREEMENT	COUNTY
6 6965	(PPM 21-7) 2-20-67	Washington
		PROJECT NO. F-240(3)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Forest Grove-Gaston Section, Tualatin Valley Hwy.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-24-66	4.638
OTHER (Specify)		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,566,613.00	$ 994,900.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J B Klabo

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
A. W. PARSONS, Division Engineer

By L. R. Backlund, Admin. Manager
(Division Engineer)

Date executed by Division Engineer FEB 20 1967

Oregon State Highway Department

Federal-Aid
Project No. F-240(3)

FOREST GROVE-GASTON SECTION OF THE

TUALATIN VALLEY HIGHWAY IN WASHINGTON COUNTY

Project agreement estimate.

Salem, Oregon, January 25, 1967

Type Code 6201
Roadway (Sta. 359+00 thru Sta. 363+02.31=88+63.87 to Sta. 329+50.28)
(Contract No. 6465)

Clearing and Grubbing	All	Req.	$	$ 45,000.00
Ditch Excavation Unclassified	580	cu.yd.	2.50	1,450.00
Embankment in Place	440,000	cu.yd.	0.63	277,200.00
Finishing Roadbed and Slopes	4.5	mi.	800.00	3,600.00
Rounding Cutbanks	2,600	lin.ft.	0.15	390.00
Trench Excavation	800	cu.yd.	4.75	3,800.00
Special Backfill in Drains	40	cu.yd.	5.90	236.00
Watering	2,300	M-gal.	2.00	4,600.00
3/4"-0 Material in Base	8,800	ton	2.50	22,000.00
Plant Mix Stone Base	135,000	ton	2.25	303,750.00
Bituminous Base Mixture	13,300	ton	4.50	59,850.00
Asphalt in Bituminous Mixture	600	ton	30.00	18,000.00
3/4"-0 Aggregate in Prime Coat	630	cu.yd.	4.25	2,677.50
RC-250 Asphalt in Prime Coat	96	ton	45.00	4,320.00
Class B Asphalt Concrete Mixture	25,700	ton	4.65	119,505.00
Asphalt Cement in Mixture	1,420	ton	30.00	42,600.00
Detour Wearing Surface	16,000	sq.yd.	1.00	16,000.00
Class A Concrete in Box Culvert	140	cu.yd.	81.00	11,340.00
Metal Reinforcement in Box Culvert	23,000	lb.	0.15	3,450.00
Loose Riprap	3,100	cu.yd.	2.85	8,835.00
12-inch Culvert Pipe	580	lin.ft.	2.35	1,363.00
18-inch Culvert Pipe	800	lin.ft.	3.85	3,080.00
36-inch Culvert Pipe	130	lin.ft.	12.10	1,573.00
Drainage Structure, Sta. 156+36	All	Req.		11,000.00
Drainage Structure, Sta. 173+39	All	Req.		9,500.00
Drainage Structure, Sta. 244+00	All	Req.		22,500.00
12-inch Storm Sewer Pipe	280	lin.ft.	4.10	1,148.00
6-inch Drain Pipe	400	lin.ft.	2.00	800.00
8-inch Drain Pipe	180	lin.ft.	2.20	396.00
18-inch Paved Culvert End Slopes	10	only	30.00	300.00
36-inch Paved Culvert End Slopes	2	only	60.00	120.00
Concrete Manholes	4	only	400.00	1,600.00
Concrete Inlets, Type G-1	13	only	100.00	1,300.00
Concrete Inlets, Type G-2M	3	only	112.50	337.50
Corrugated Metal Catch Inlets	3	only	70.00	210.00
Adjusting Manholes	7	only	115.00	805.00
Adjusting Inlets	2	only	75.00	150.00

Concrete Curbs	58	cu.yd.	$ 40.00	$ 2,320.00
Concrete Driveways	380	sq.yd.	3.45	1,311.00
Concrete Walks	320	sq.yd.	3.25	1,040.00
Extra for A.C. Concrete Approaches	36	only	30.00	1,080.00
Extra for A.C. Concrete Curbs	1,600	lin.ft.	0.75	1,200.00
Guide Posts, W-1	140	only	7.25	1,015.00
Guide Posts, Y-1	150	only	7.25	1,087.50
Guard Rail	5,850	lin.ft.	2.50	14,625.00
Type 2 Barricade	550	lin.ft.	2.75	1,512.50
Rail End Pieces	56	only	4.50	252.00
Extra Guard Rail Posts	160	only	12.50	2,000.00
Extra for Painted Rails	2,000	lin.ft.	0.15	300.00
Salvage Type 2 Barricade	550	lin.ft.	0.50	275.00
Guard Rail-Salvaged Barricade	550	lin.ft.	1.25	687.50
Roadside Seeding	30	acre	100.00	3,000.00
Roadside Mulching	30	acre	178.00	5,340.00
Grass Seed, Creeping Red Fescue	330	lb.	1.00	330.00
Grass Seed, Chewing Fescue	220	lb.	1.00	220.00
Grass Seed, Perennial Ryegrass	150	lb.	1.00	150.00
Dutch White Clover	90	lb.	1.00	90.00
Inorganic Fertilizer, 10-16-0	110	cwt.	8.00	880.00
12-inch Reinforced Concrete Bridge End Panels	600	sq.yd.	12.50	7,500.00
Special Steel Reinforcing	37,000	lb.	0.115	4,255.00
				$1,055,256.50
Flagging (5 7/8% of Contractors Cost)	All	Req.		3,000.00
		Subtotal		$1,058,256.50
		10% Engr. & Cont.		105,825.50
		Total		$1,164,082.00

Type Code X060
Bridge # 9496 (Sta. 269+07 to Sta. 270+09)

Shoring, Cribbing, etc.	All	Req. (5%)	$	$ 900.00
Structural Excavation	55	cu.yd.	6.50	357.50
Furnish 16-inch Prestressed Piling	1,736	lin.ft.	5.50	9,548.00
Drive Prestressed Piles	28	only	98.00	2,744.00
Class "A" Concrete (45 cu.yd.)	All	Req. (4%)		3,600.00
3' x 30' to 35' Prestressed Slabs	6	only	560.00	3,360.00
4' x 30' to 35' Prestressed Slabs	30	only	660.00	19,800.00
Reinforcement (6,200 lb.)	All	Req. (3%)		900.00
Steel Handrail	204	lin.ft.	17.00	3,468.00
				$ 44,677.50

Type Code X080
Bridge # 9497 (Sta. 289+35 to Sta. 290+37)

Shoring, Cribbing, etc.	All	Req. (5%)	$	$ 900.00
Structural Excavation	55	cu.yd.	6.50	357.50
Furnishing 16-inch Prestressed Piling	1792	lin.ft.	5.50	9,856.00
Drive Prestressed Piles	28	only	98.00	2,744.00
Class A Concrete (45 cu.yd.)	All	Req. (4%)		3,600.00

3' x 30' to 35' Prestressed Slabs	6 only	$ 560.00	$ 3,360.00
4' x 30' to 35' Prestressed Slabs	30 only	660.00	19,800.00
Reinforcement (6,200 lb.)	All Req. (3%)		900.00
Steel Handrail	204 lin.ft.	17.00	3,468.00
			$ 44,985.50

Type Code X030
Bridge #9498 (Sta. 301+65 to Sta. 302+67)

Shoring, Cribbing, etc.	All Req.(5%)	$	$ 900.00
Structural Excavation	55 cu.yd.	6.50	357.50
Furnishing 16-inch Prestressed Piling	1848 lin.ft.	5.50	10,164.00
Drive Prestressed Piles	28 only	98.00	2,744.00
Class A Concrete (45 cu.yd.)	All Req.(4%)		3,600.00
3' x 30' to 35' Prestressed Slab	6 only	560.00	3,360.00
4' x 30' to 35' Prestressed Slab	30 only	660.00	19,800.00
Reinforcement (6,200 lb.)	All Req. (3%)		900.00
Steel Handrail	204 lin.ft.	17.00	3,468.00
			$ 45,293.50

Type Code X021
Tualatin River Bridge # 810A (Sta. 307+86 to Sta. 309+03)

Shoring, Cribbing, etc.	All Req. (13%)	$	$ 2,340.00
Structural Excavation	120 cu.yd.	6.50	780.00
Furnish 16-inch Prestressed Piling	1,662 lin.ft.	5.50	9,141.00
Drive Prestressed Piles	32 only	98.00	3,136.00
Class A Concrete (235 cu.yd.)	All Req. (22%)		19,800.00
40' to 45' Type 2 Prestressed Beams	12 only	675.00	8,100.00
45' to 50' Type 2 Prestressed Beams	6 only	735.00	4,410.00
Reinforcement (52,000 lb.)	All Req. (25%)		7,500.00
Steel Handrail	252 lin.ft.	17.00	4,284.00
			$ 59,491.00

Type Code X381
Scoggin Creek Bridge #9494 (Sta. 236+19 to Sta. 239+26)

Shoring, Cribbing, etc.	All Req. (72%)	$	$ 12,960.00
Structural Excavation	675 cu.yd.	6.50	4,387.50
Structural Excavation Below Elevation Shown	60 cu.yd.	6.50	390.00
Furnish 10 BP42 Steel Piling	3,900 lin.ft.	4.50	17,550.00
Drive Steel Piles	84 only	48.00	4,032.00
Splice Steel Piles	20 only	35.00	700.00
Class "A" Concrete (671 cu.yd.)	All Req. (66%)		59,400.00

60'-65' Type 3 Prestressed Beams	7 only	$ 1,285.00	$ 8,995.00
80'-85' Type 3 Prestressed Beams	21 only	1,565.00	32,865.00
Reinforcement (139,400 lbs.)	All Req. (66$)		19,800.00
Steel Handrail	614 lin.ft.	17.00	10,438.00
			$ 171,517.50
	Subtotal		$ 365,965.00
	10% Engr. & Cont.		36,596.00
	Total		$ 402,561.00

Length of Roadway	4.500 mi.
Length of Structures (5)	0.138 mi.
Total	4.638 mi.
Cost of Roadway Per Mile	$258,684.88

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,164,082.00	$739,300.00	$424,782.00
Structures	402,561.00	255,600.00	146,961.00
	$1,566,643.00	$994,900.00	$571,743.00

FOREST GROVE-GASTON SECTION

Project No. F-240(3)

Nonparticipating Work

Permanent Signing	All Req.	$ 4,300.00
Move Mail Boxes	All Req.	200.00
Work by Portland General Electric	All Req.	500.00
Work by Bonneville Power Admin.	All Req.	2,600.00
Railroad Protection	All Req.	15,000.00
Relocate R.R. Trailer Park (E.W.O.)	All Req.	10,000.00
Relocate Gaston Water Mains & Appurt.	All Req.	5,000.00
		$37,600.00

Oregon State Highway Department

Federal-Aid
Project No. F-240(3)

FOREST GROVE-GASTON SECTION OF THE

TUALATIN VALLEY HIGHWAY IN WASHINGTON COUNTY

Revised PS&E estimate.

Salem, Oregon, December 9, 1966

Type Code 6201
Roadway (Sta. 359+00 thru Eq. 363+02.31 = 88+63.87 to Sta. 329+50.28)

Clearing and Grubbing	All Required		$	50,000.00
Ditch Excavation Unclass.	580 cu.yd.	2.50		1,450.00
Embankment in Place	440,000 cu.yd.	0.70		308,000.00
Finishing Roadbed and Slopes	4.5 miles	1,200.00		5,400.00
Rounding Cutbanks	2,600 lin.ft.	0.20		520.00
Trench Excavation	800 cu.yd.	3.00		2,400.00
Special Backfill in Drains	40 cu.yd.	7.00		280.00
Watering	2,300 M-gal.	3.00		6,900.00
3/4" - 0 Material in Base	8,800 ton	2.25		19,800.00
Plant-Mix Stone Base	135,000 ton	2.25		303,750.00
Bituminous Base Mixture	13,300 ton	4.00		53,200.00
Asphalt in Bituminous Mixture	600 ton	30.00		18,000.00
3/4" - 0 Aggregate in Prime Coat	630 cu.yd.	4.75		2,992.50
RC-250 Asphalt in Prime Coat	96 ton	45.00		4,320.00
Class B Asphalt Concrete Mixture	25,700 ton	4.25		109,225.00
Asphalt Cement in Mixture	1,420 ton	30.00		42,600.00
Detour Wearing Surface	16,000 sq.yd.	1.75		28,000.00
Class A Concrete in Box Culvert	140 cu.yd.	60.00		8,400.00
Metal Reinforcement in Box Culvert	23,000 lb.	0.15		3,450.00
Loose Riprap	3,100 cu.yd.	5.00		15,500.00
12-inch Culvert Pipe	580 lin.ft.	3.75		2,175.00
18-inch Culvert Pipe	800 lin.ft.	5.00		4,000.00
36-inch Culvert Pipe	130 lin.ft.	14.50		1,885.00
Drainage Structure, Sta. 156+36	All Required			9,000.00
Drainage Structure, Sta. 173+39	All Required			8,000.00
Drainage Structure, Sta. 244+00	All Required			23,000.00
12-inch Storm Sewer Pipe	280 lin.ft.	4.50		1,260.00
6-inch Drain Pipe	400 lin.ft.	2.00		800.00
8-inch Drain Pipe	180 lin.ft.	2.50		450.00
18-inch Paved Culvert End Slopes	10 only	20.00		200.00
36-inch Paved Culvert End Slopes	2 only	50.00		100.00
Concrete Manholes	4 only	250.00		1,000.00
Concrete Inlets, Type C-1	13 only	100.00		1,300.00
Concrete Inlets, Type C-2A	3 only	150.00		450.00
Corrugated Metal Catch Inlets	3 only	100.00		300.00

Adjusting Manholes	7	only	75.00	$ 525.00
Adjusting Inlets	2	only	30.00	60.00
Concrete Curbs	58	cu.yd.	40.00	2,320.00
Concrete Driveways	380	sq.yd.	4.50	1,710.00
Concrete Walks	320	sq.yd.	4.00	1,280.00
Extra for A.C. Concrete Approaches	36	only	35.00	1,260.00
Extra for A.C. Concrete Curbs	1,600	lin.ft.	1.00	1,600.00
Guide Posts, W-1	140	only	8.00	1,120.00
Guide Posts, Y-1	150	only	8.50	1,275.00
Guard Rail	5,850	lin.ft.	2.65	15,502.50
Type 2 Barricade	550	lin.ft.	4.00	2,200.00
Rail End Pieces	56	only	5.00	280.00
Extra Guard Rail Posts	160	only	12.00	1,920.00
Extra for Painted Rails	2,000	lin.ft.	0.15	300.00
Salvage Type 2 Barricade	550	lin.ft.	0.75	412.50
Guard Rail - Salvaged Barricade	550	lin.ft.	1.50	825.00
Roadside Seeding	30	acre	75.00	2,250.00
Roadside Mulching	30	acre	150.00	4,500.00
Grass Seed, Creeping Red Fescue	330	lb.	1.00	330.00
Grass Seed, Chewings Fescue	220	lb.	1.00	220.00
Grass Seed, Perennial Ryegrass	150	lb.	1.00	150.00
Dutch White Clover	90	lb.	1.00	90.00
Inorganic Fertilizer, 10-16-8	110	cwt.	8.00	880.00
12-inch Reinforced Concrete Bridge End Panels	600	sq.yd.	15.00	9,000.00
Special Steel Reinforcing	37,000	lb.	0.15	5,550.00
				$ 1,093,667.50
Flagging (57½% of Contractor's Cost)	All Required			$ 3,000.00
		Subtotal		$ 1,096,667.50
		10% Engr. & Cont.		109,666.50
		Total		$ 1,206,334.00

Type Code K080
Bridge #94.96 (Sta. 269+07 to Sta. 270+09)

Shoring, Cribbing, etc.	All Required (5%)			$ 250.00
Structural Excavation	55	cu.yd.	7.00	385.00
Furnish 16-inch Prestressed Piling	1,736	lin.ft.	6.00	10,416.00
Drive Prestressed Piles	28	only	80.00	2,240.00
Class "A" Concrete (45 cu.yd. @ $90.00)	All Required (4%)			3,747.60
3' x 30' to 35' Prestressed Slabs	6	only	600.00	3,600.00

4' x 30' to 35' Prestressed Slabs	30 only	800.00	$ 24,000.00
Reinforcement (6,200 lb. @ $0.14)	All Required (3%)		882.00
Steel Handrail	204 lin.ft.	28.00	5,712.00
			$ 51,232.60

Type Code X080
Bridge #9497 (Sta. 289+35 to Sta. 290+37)

Shoring, Cribbing, etc.	All Required (5%)		$ 250.00
Structural Excavation	55 cu.yd.	7.00	385.00
Furnishing 16-inch Prestressed Piling	1,792 lin.ft.	6.00	10,752.00
Drive Prestressed Piles	28 only	80.00	2,240.00
Class "A" Concrete (45 cu.yd. @ $90.00)	All Required (4%)		3,747.60
3' x 30' to 35' Prestressed Slabs	6 only	600.00	3,600.00
4' x 30' to 35' Prestressed Slabs	30 only	800.00	24,000.00
Reinforcement (6,200 lb. @ $0.14)	All Required (3%)		882.00
Steel Handrail	204 lin.ft.	28.00	5,712.00
			$ 51,568.60

Type Code X080
Bridge #9498 (Sta. 301+65 to Sta. 302+67)

Shoring, Cribbing, etc.	All Required (5%)		$ 250.00
Structural Excavation	55 cu.yd.	7.00	385.00
Furnishing Treated Timber Piling	1,848 lin.ft.	6.00	11,088.00
Drive Timber Piles	28 only	80.00	2,240.00
Class "A" Concrete (45 cu.yd. @ $90.00)	All Required (4%)		3,747.60
3' x 30' to 35' Prestressed Slabs	6 only	600.00	3,600.00
4' x 30' to 35' Prestressed Slabs	30 only	800.00	24,000.00
Reinforcement (6,200 lb. @ $0.14)	All Required (3%)		882.00
Steel Handrail	204 lin.ft.	28.00	5,712.00
			$ 51,904.60

Type Code X021
Tualatin River Bridge #810A (Sta. 307+86 to Sta. 309+03)

Shoring, Cribbing, etc.	All Required (13%)		$ 650.00
Structural Excavation	120 cu.yd.	7.00	840.00
Furnish 16-inch Prestressed Piling	1,662 lin.ft.	6.00	9,972.00
Drive Prestressed Piles	32 only	80.00	2,560.00
Class "A" Concrete (235 cu.yd. @ $90.00)	All Required (22%)		20,611.80
40' to 45' Type 2 Prestressed Beams	12 only	1,000.00	12,000.00

45' to 50' Type 2 Prestressed Beams	6 only	1,200.00	$ 7,200.00
Reinforcement (52,000 lbs. @ $0.14)	All Required (25%)		7,350.00
Steel Handrail	252 lin.ft.	28.00	7,056.00
			$ 68,239.80

Type Code X381
Scoggin Creek Bridge #9&9A (Sta. 236+19 to Sta. 239+26)

Shoring, Cribbing, etc.	All Required (72%)		$ 3,600.00
Structural Excavation	675 cu.yd.	7.00	4,725.00
Structural Excavation Below Elevation Shown	60 cu.yd.	10.00	600.00
Furnish 10 BP 42 Steel Piling	3,900 lin.ft.	5.00	19,500.00
Drive Steel Piles	84 only	80.00	6,720.00
Splice Steel Piles	20 only	40.00	800.00
Class "A" Concrete (671 cu.yd. @ $90.00)	All Required (66%)		61,835.40
60' - 65' Type 3 Prestressed Beams	7 only	1,500.00	10,500.00
80' - 85' Type 3 Prestressed Beams	21 only	2,200.00	46,200.00
Reinforcement (139,400 lbs. @ $0.14)	All Required (66%)		19,404.00
Steel Handrail	614 lin.ft.	28.00	17,192.00
			$ 191,076.40

Subtotal	$ 414,022.00
10% Engr. & Cont.	41,402.00
Total	$ 455,424.00

Length of Roadway	4.500 mile
Length of Structures (5)	0.138 mile
Total	4.638 mile
Cost of Roadway per Mile	$268,086.44

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,206,334.00	$ 766,000.00	$440,334.00
Structures	455,424.00	289,100.00	166,324.00
Total	$1,661,758.00	$1,055,100.00	$606,658.00

FOREST GROVE-GASTON SECTION

Project No. F-240(3)

Nonparticipating Work

Permanent Signing	All Required	$ 4,300.00
Move Mail Boxes	All Required	200.00
Work by Portland General Electric	All Required	500.00
Work by Bonneville Power Admin.	All Required	2,600.00
Railroad Protection	All Required	15,000.00
Relocate R.R. Trailer Park (EMO)	All Required	10,000.00
Relocate Gaston Water Mains and Appurt.	All Required	5,000.00
		$ 37,600.00

Oregon State Highway Department

Federal-Aid
Project No. F-240(3)

FOREST GROVE-GASTON SECTION OF THE

TUALATIN VALLEY HIGHWAY IN WASHINGTON COUNTY

P.S. and E. Estimate.

Salem, Oregon, November 18, 1966

Type Code 6201
Roadway (Sta. 359+00 Thru Eq. 363+02.31 = 88+63.87 to Sta. 329+50.28)

Clearing and Grubbing	All Required			$ 50,000.00
Ditch Excavation, Unclass.	580	cu.yd.	$ 2.50	1,450.00
Embankment in Place	440,000	cu.yd.	0.70	308,000.00
Finishing Roadbed and Slopes	4.5	mile	1,200.00	5,400.00
Rounding Cutbanks	2,600	lin.ft.	0.20	520.00
Trench Excavation	800	cu.yd.	3.00	2,400.00
Special Backfill in Drains	40	cu.yd.	7.00	280.00
Watering	2,300	M-gal.	3.00	6,900.00
3/4" - 0 Material in Base	8,800	ton	2.25	19,800.00
Plant-Mix Stone Base	135,000	ton	2.25	303,750.00
Bituminous Base Mixture	13,300	ton	4.00	53,200.00
Asphalt in Bituminous Mixture	600	ton	30.00	18,000.00
3/4" - 0 Aggregate in Prime Coat	630	cu.yd.	4.75	2,992.50
RC-250 Asphalt in Prime Coat	96	ton	45.00	4,320.00
Class "B" Asphalt Concrete Mixture	25,700	ton	4.25	109,225.00
Asphalt Cement in Mixture	1,420	ton	30.00	42,600.00
Detour Wearing Surface	16,000	sq.yd.	1.75	28,000.00
Class "A" Concrete in Box Culvert	140	cu.yd.	60.00	8,400.00
Metal Reinforcement in Box Culvert	23,000	lb.	0.15	3,450.00
Loose Riprap	3,100	cu.yd.	5.00	15,500.00
12-inch Culvert Pipe	580	lin.ft.	3.75	2,175.00
18-inch Culvert Pipe	800	lin.ft.	5.00	4,000.00
36-inch Culvert Pipe	130	lin.ft.	14.50	1,885.00
Drainage Structure, Sta. 156+36	All Required			9,000.00
Drainage Structure, Sta. 173+39	All Required			8,000.00
Drainage Structure, Sta. 244+00	All Required			23,000.00
12-inch Storm Sewer Pipe	280	lin.ft.	4.50	1,260.00
6-inch Drain Pipe	400	lin.ft.	2.00	800.00
8-inch Drain Pipe	180	lin.ft.	2.50	450.00
18-inch Paved Culvert End Slopes	10	only	20.00	200.00
36-inch Paved Culvert End Slopes	2	only	50.00	100.00
Concrete Manholes	4	only	250.00	1,000.00
Concrete Inlets, Type G-1	13	only	100.00	1,300.00
Concrete Inlets, Type G-2M	3	only	150.00	450.00
Corrugated Metal Catch Inlets	3	only	100.00	300.00
Adjusting Manholes	7	only	75.00	525.00
Adjusting Inlets	2	only	30.00	60.00
Concrete Curbs	58	cu.yd.	40.00	2,320.00
Concrete Driveways	380	sq.yd.	4.50	1,710.00
Concrete Walks	320	sq.yd.	4.00	1,280.00
Extra for A.C. Concrete Approaches	36	only	35.00	1,260.00
Extra for A.C. Concrete Curbs	1,600	lin.ft.	1.00	1,600.00
Guide Posts, W-2 Way	120	only	8.50	1,020.00

Guide Posts, Y-1	150 only	$ 8.50	$ 1,275.00
Guard Rail	5,850 lin.ft.	2.65	15,502.50
Type 2 Barricade	550 lin.ft.	4.00	2,200.00
Rail End Pieces	56 only	5.00	280.00
Extra Guard Rail Posts	160 only	12.00	1,920.00
Extra for Painted Rails	3,000 lin.ft.	0.15	450.00
Salvage Type 2 Barricade	550 lin.ft.	0.75	412.50
Guard Rail-Salvaged Barricade	550 lin.ft.	1.50	825.00
Roadside Seeding	30 acre	75.00	2,250.00
Roadside Mulching	30 acre	150.00	4,500.00
Grass Seed, Creeping Red Fescue	330 lb.	1.00	330.00
Grass Seed, Chewings Fescue	220 lb.	1.00	220.00
Grass Seed, Perennial Ryegrass	150 lb.	1.00	150.00
Dutch White Clover	90 lb.	1.00	90.00
Inorganic Fertilizer, 10-16-8	110 cwt.	8.00	880.00
12-inch Reinforced Concrete Bridge End Panels	600 sq.yd.	15.00	9,000.00
Special Steel Reinforcing	37,000 lb.	0.15	5,550.00
			$1,093,717.50
Flagging (57½% of Contractor's Cost)	All Required		$ 3,000.00
	Subtotal		$1,096,717.50
	10% Engr. & Cont.		109,671.50
	Total		$1,206,389.00

Type Code X080
Bridge No. 9496 (Sta. 269+07 to Sta. 270+09)

Shoring, Cribbing, etc.	All Req. (5%)		$ 250.00
Structural Excavation	55 cu.yd.	$ 7.00	385.00
Furnish 16-inch Prestressed Piling	1,736 lin.ft.	6.00	10,416.00
Drive Prestressed Piles	28 only	80.00	2,240.00
Class "A" Concrete (45 cu.yds. @ $90.00)	All Req. (4%)		3,747.60
3' x 30' to 35' Prestressed Slabs	6 only	600.00	3,600.00
4' x 30' to 35' Prestressed Slabs	30 only	800.00	24,000.00
Reinforcement (6,200 lbs. @ $0.14)	All Req. (3%)		882.00
Steel Handrail	204 lin.ft.	28.00	5,712.00
			$ 51,232.60

Type Code X080
Bridge No. 9497 (Sta. 289+35 to Sta. 290+37)

Shoring, Cribbing, etc.	All Req. (5%)		$ 250.00
Structural Excavation	55 cu.yd.	$ 7.00	385.00
Furnishing 16-inch Prestressed Piling	1,792 lin.ft.	6.00	10,752.00
Drive Prestressed Piles	28 only	80.00	2,240.00
Class "A" Concrete (45 cu.yds. @ $90.00)	All Req. (4%)		3,747.60
3' x 30' to 35' Prestressed Slabs	6 only	600.00	3,600.00

4' x 30' to 35' Prestressed Slabs	30 only	$ 800.00	$ 24,000.00
Reinforcement (6,200 lbs. @ $0.14)	All Req. (3%)		882.00
Steel Handrail	204 lin.ft.	28.00	5,712.00
			$ 51,568.60

Type Code X080
Bridge No. 9498 (Sta. 301+65 to Sta. 302+67)

Shoring, Cribbing, etc.	All Req. (5%)		$ 250.00
Structural Excavation	55 cu.yd.	$ 7.00	385.00
Furnishing Treated Timber Piling	1,848 lin.ft.	6.00	11,088.00
Drive Timber Piles	28 only	80.00	2,240.00
Class "A" Concrete (45 cu.yds. @ $90.00)	All Req. (4%)		3,747.60
3' x 30' to 35' Prestressed Slabs	6 only	600.00	3,600.00
4' x 30' to 35' Prestressed Slabs	30 only	800.00	24,000.00
Reinforcement (6,200 lbs. @ $0.14)	All Req. (3%)		882.00
Steel Handrail	204 lin.ft.	28.00	5,712.00
			$ 51,904.60

Type Code X021
Tualatin River Bridge No. 810A (Sta. 307+86 to Sta. 309+03)

Shoring, Cribbing, etc.	All Req. (13%)		$ 650.00
Structural Excavation	120 cu.yd.	$ 7.00	840.00
Furnish 16-inch Prestressed Piling	1,662 lin.ft.	6.00	9,972.00
Drive Prestressed Piles	32 only	80.00	2,560.00
Class "A" Concrete (235 cu.yds. @ $90.00)	All Req. (22%)		20,611.80
40' to 45' Type 2 Prestressed Beams	12 only	1,000.00	12,000.00
45' to 50' Type 2 Prestressed Beams	6 only	1,200.00	7,200.00
Reinforcement (52,000 lbs. @ $0.14)	All Req. (25%)		7,350.00
Steel Handrail	252 lin.ft.	28.00	7,056.00
			$ 68,239.80

Type Code X381
Scoggin Creek Bridge No. 9494 (Sta. 236+19 to Sta. 239+26)

Shoring, Cribbing, etc.	All Req. (72%)		$ 3,600.00
Structural Excavation	675 cu.yd.	$ 7.00	4,725.00
Structural Excavation Below Elevation Shown	60 cu.yd.	10.00	600.00
Furnish 10 BP 42 Steel Piling	3,900 lin.ft.	5.00	19,500.00
Drive Steel Piles	84 only	80.00	6,720.00
Splice Steel Piles	20 only	40.00	800.00
Class "A" Concrete (671 cu.yds. @ $90.00)	All Req. (66%)		61,835.40
60' to 65' Type 3 Prestressed Beams	7 only	1,500.00	10,500.00
80' to 85' Type 3 Prestressed Beams	21 only	2,200.00	46,200.00
Reinforcement (139,400 lbs. @ $0.14)	All Req. (66%)		19,404.00
Steel Handrail	614 lin.ft.	28.00	17,192.00
			$ 191,076.40

Subtotal	$414,022.00
10% Engr. & Cont.	41,402.00
Total	$455,424.00

Length of Roadway - - - - - - -	4.500 Miles
Length of Structures (5)- - -	0.138 Mile
Total	4.638 Miles
Cost of Roadway Per Mile- - -	$228,482.76

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,206,389.00	$ 766,000.00	$440,389.00
Structures	455,424.00	289,100.00	166,324.00
Total	$1,661,813.00	$1,055,100.00	$606,713.00

FOREST GROVE-GASTON SECTION

PROJECT NO. F-240(3)

Nonparticipating Work

Permanent Signing	All Required	$ 4,300.00
Move Mail Boxes	All Required	200.00
Work by Portland General Electric	All Required	500.00
Work by Bonneville Power Admin.	All Required	2,600.00
Railroad Protection	All Required	15,000.00
Relocate RR Trailer Park (EWO)	All Required	10,000.00
Relocate Gaston Water Mains & Appurt.	All Required	5,000.00
		$37,600.00

FOREST GROVE-GASTON

Prestressed Slab and Beam Quantities

3' x 30'/35' Prestressed Slabs

Overhead	All Required		$ 150.00
Class "AA" Concrete	3.9 cu.yd.	$80.00	312.00
Reinforcement	190 lb.	0.15	28.50
Prestress Wire	190 lb.	0.60	114.00
			$ 604.50
		USE	$ 600.00

4' x 30'/35' Prestressed Slabs

Overhead	All Required		$ 150.00
Class "AA" Concrete	5.2 cu.yd.	$80.00	416.00
Reinforcement	250 lb.	0.15	37.50
Prestress Wire	280 lb.	0.60	168.00
			$ 771.50
		USE	$ 800.00

40'/45' Type 2 Prestressed Beams

Overhead	All Required		$ 150.00
Class "AA" Concrete	5.0 cu.yd.	$90.00	450.00
Reinforcement	600 lb.	0.15	90.00
Prestress Wire	500 lb.	0.60	300.00
			$ 990.00
		USE	$1,000.00

45'/50' Type 2 Prestressed Beams

Overhead	All Required		$ 150.00
Class "AA" Concrete	5.5 cu.yd.	$90.00	495.00
Reinforcement	660 lb.	0.15	99.00
Prestress Wire	770 lb.	0.60	462.00
			$1,206.00
		USE	$1,200.00

60'/65' Type 3 Prestressed Beams

Overhead	All Required		$ 150.00
Class "AA" Concrete	9.3 cu.yd.	$90.00	837.00
Reinforcement	880 lb.	0.15	132.00
Prestress Wire	590 lb.	0.60	354.00
			$1,473.00
		USE	$1,500.00

FOREST GROVE-GASTON

Prestressed Slab and Beam Quantities - Contd.

80'/85' Type 3 Prestressed Beams

Overhead	All Required		$ 150.00
Class "AA" Concrete	12.2 cu.yd.	$90.00	1,098.00
Reinforcement	1,516 lb.	0.15	227.40
Prestress Wire	1,200 lb.	0.60	720.00
			$2,195.40
		USE	$2,200.00

FOREST GROVE-GASTON SECTION

PROJECT NO. F-240(3)

Railroad Protective Work

One Engineer Inspector for 10 Months
One Flagman for 3 Months

Salary - Engineer Inspector 640 x 10 Mo.		$ 6,400
Overtime		2,400
Payroll Additives		2,904
		$11,704
Expenses - Meals		420
Auto		1,494
	Subtotal	$13,618
Salary - Flagman $26.55 x 63 Days		$ 1,673
Overtime		627
Payroll Additives		759
		$ 3,059
Expenses - Auto		347
	Subtotal	$ 3,406
	Total	$17,024

State will pay up to $15,000

RECEIVED
NOV 21 1969
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

November 18, 1969

I-240(3)
6965

City of Gaston
City Hall
Gaston, Oregon 97119

Re: Water Main Relocation
Forest Grove-Gaston Section
Tualatin Valley Highway
Washington County
Contract No. 6965

ATTENTION: Olga Mae Epling

Gentlemen:

This is to acknowledge the receipt of your check in the amount of $683.16 as final payment of the cost incurred by the State for the relocation of water facilities not required to accommodate the highway construction. The check is being forwarded to the Accounting Division for further processing.

Your cooperation in payment of the cost incurred to relocate your facilities is greatly appreciated. If we may be of further service, please contact this office.

Very truly yours,

F. D. Morgan
Construction Engineer

By: SIGNED BY T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

JMC:ss

cc: F. B. Klaboe
V. E. Skoog (w/enclosure (check)
L. W. Rulien
J. L. Sollis
L. A. Johnston
R. H. Rumbolz

NOTED
TOM EDWARDS

RECEIVED
JUN 2 - 196
FOR FILE

OREGON STATE HIGHWAY DEPARTMENT

F-240(3)
1965

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

May 28, 1969

City of Gaston
City Hall
Gaston, Oregon 97119

ATTENTION: Mrs. Olga Mae Epling

Re: Water Main Relocation
Forest Grove-Gaston Section
Tualatin Valley Highway
Washington County
Contract No. 6965

Gentlemen:

This is to acknowledge the receipt of your check in the amount of $1,030.12 as partial payment of the cost incurred by the State for the relocation of water facilities not required to accommodate the highway construction. This leaves a remainder due the State of $683.16. The check is being forwarded to the Accounting Division for further processing.

Payment of the balance due at the earliest possible date will be greatly appreciated.

Very truly yours,

F. D. Morgan
Construction Engineer

By: James Litchfield

F. W. Litchfield
Utilities Liaison Engineer

JMC:ss

cc: F. B. Klaboe
V. E. Skoog
L. W. Rulien
J. L. Sollis
L. A Johnston
R. H. Rumbolz

RECEIVED
MAY 28 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 21 1969

OREGON STATE HIGHWAY DEPARTMENT

F-2-1(6)(F)
6/62

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

February 18, 1969

City of Gaston
City Hall
Gaston, Oregon 97119

ATTN: Mr. Robert Hedin
Mayor

Re: Water Main Relocation
Forest Grove-Gaston Section
Tualatin Valley Highway
Washington County
Contract No. 6965

Gentlemen:

Reference is made to our letters of August 17, 1967, September 28, 1967 and January 15, 1968 regarding the cost to the City for adjustment of water mains not required to accommodate the State's construction.

The subject project has been completed and final quantities required for the water main relocation have been determined. Computations of final quantities and costs are attached for your information.

Cost to the City is as follows:

Total Cost to City	$4,422.31
Less Deposit of August 21, 1967	2,709.03
Amount Due State	$1,713.28

You are therefore requested to deposit with the State a check in the amount of $1,713.28 to cover the attached invoice.

RECEIVED
FEB 20 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Very truly yours,

F. D. Morgan
Construction Engineer

By: SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

JMC:ss

cc: F. B. Klaboe
C. H. Maison
L. W. Rulien
J. L. Sollis
L. A. Johnston
R. H. Rumbolz

RECEIVED
JAN 24 1969
FOR FILING

F-240(3)
6965

January 24, 1969

Wells-Reed-Wood-West Company
412 Failing Building
Portland, Oregon 97204

Gentlemen:

Contract No. 6965 awarded to Dorman Construction Company for grading, paving, and structure on the Forest Grove-Gaston Section of the Tualatin Valley Highway in Washington County was completed on July 15, 1968, and accepted by the Highway Commission on January 23, 1969.

Final payment in the amount of $74,473.11 will be released to the contractor after January 31, 1969. The total contract amount is $1,970,302.30 including $12,367.65 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Great American Insurance Company
2030 Ninth Avenue
Seattle, Washington 98121

Dorman Construction Company
2818 East 1st Street
Vancouver, Washington 98661

L. W. Rulien
Frank Morgan
C. H. Maison
Attn: John Herr

RECEIVED
JAN 28 1969
F...

E-240(3)
6965

January 23, 1969

Oregon State Highway Commission

Gentlemen:

Work was completed July 15, 1968, on Contract No. 6965. The contract was with Dorman Construction Company and was for grading, paving and structures on the Forest Grove-Gaston Section of the Tualatin Valley Highway in Washington County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective as of this date.

This matter will be on the agenda for confirmation at the January 28 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

srb lms
bc: Floyd Quary
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
Ivan Merchant
L. H. Young
L. W. Rulien

F-240(3)
6965

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Forest Grove - Gaston		WEEK ENDING: Oct. 4, 1968
		SECTION PREFIX: 34-1038
HIGHWAY: Tualatin Valley		COUNTY: Washington
NAME OF JOB: Forest Grove - Gaston	KIND OF WORK: Grading, Paving & Structures	
CONTRACTOR: Dorman Construction Co.	CONTRACT NUMBER: 6965	FEDERAL AID PROJECT NUMBER: F-240 (3)
DATE OF CONTRACT: Jan. 13, 1967	DATE WORK STARTED: Feb. 20, 1967	ESTIMATED COMPLETION DATE: July 15, 1968
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 SUPERVISION: 1	SPECIFIED WORK DAYS ———	WORK DAYS USED ———
	SPECIFIED CALENDAR DAYS ———	CALENDAR DAYS USED ———
PROJECT AUTHORIZATION: $1,760,915.95	SPECIFIED COMPLETION DATE: Sect. A Oct. 15, 1967; Sect. B July 15, 1968	PERCENT OF TIME ELAPSED: 179% / 100%
EXCLUSIVE OF ENGINEERING: $1,610,915.95	ENGINEERING AUTHORIZATION $150,000.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $1,594,800.80	ENGINEERING COST TO DATE $163,500.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED PERCENT: OVERRUN / UNDERRUN - 1.0 %	PERCENT OF AUTHORIZATION 109 %	DATE PROJECT WAS COMPLETED: Sect. A Completed 5/17/68; Sect. B Completed 7/15/68

(Semi-Final Records Submitted to Division Office 9/27/68)

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100%	100%	100%	100%			100% Bit. Base Mix	100%

	GRADING	SURFACING	MAINTENANCE MATERIALS	[illegible]	PAVING
MILES IN PROJECT	4.64	4.64		4.64	4.64
MILES PARTIALLY COMPLETED	0	0		0	0
MILES COMPLETED	4.64	4.64		4.64	4.64
TOTAL ESTIMATED QUANTITIES (CONTRACT)	440,000	143,800		13,300	25,700
TOTAL QUANTITIES CORRECTED TO DATE	433,650	144,460		14,076	26,210
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	433,650	144,460		14,076	26,210
AVERAGE DAILY QUANTITIES	0	0		0	0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0		0	0
NUMBER OF SHIFTS PER DAY	0	0		0	0
HOURS PER SHIFT	0	0		0	0

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES) (PA # 3)

BRIDGE NO.	9496	9497	9498	810-A	9494	R.C.B.C.		
PERCENT	100%	100%	100%	100%	100%	100%		

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY 30	Fair			
TUESDAY 1	Fair			
WEDNESDAY 2	Fair			
THURSDAY 3	Fair			
FRIDAY 4	Showers			
SATURDAY				

Band

RECEIVED

NOTED
R. D. CHURCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY 30	No Work
TUESDAY 1	No Work
WEDNESDAY 2	No Work
THURSDAY 3	Contractor finished tightening of Guard Rail Anchors today.
FRIDAY 4	No Work
SATURDAY	

REMARKS

Final weekly report on this Project.

Tightening of Guard Rail Anchors, Completes this Project.

SIGNED Lowell A. Johnston

LOCATION 245 S.E. 2nd Ave.
Hillsboro, Oregon 97123

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

RECEIVED
NOV 13 1968
FOR FILING
F-040(3)
6965

#4

October 2, 1968

Dorman Construction Company
2818 East 1st Street
Vancouver, Washington 98661

Gentlemen:

The State Highway Commission at its meeting on October 1 considered your request for an extension of time on Contract No. 6965 for work on the Forest Grove-Gaston Section of the Tualatin Valley Highway in Washington County.

After careful consideration, the Commission granted you an extension of time on the first phase to May 17, 1968.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc L. W. Rulien
Lowell Johnston
L. H. Young
F. D. Morgan
C. H. Maison
Bureau of Public Roads

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
477 Cottage St. NE. - Salem OR 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: September 26, 1968

In reply refer to: 08-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-240(3)
Forest Grove-Gaston Section
Tualatin Valley Highway

This letter will establish our concurrence in extension of time as requested in Mr. Klaboe's letter of September 23, 1968.

It is our understanding this concurrence will still result in assessment of 26 days of liquidated damages under phase one of the contract.

We will pick up the 26 days as they were the result of utility conflicts.

JWK

REFERRED TO
Bond - Morgan - Young - Munn
BY ASST. STATE HWY. ENGR
9-27-68

RECEIVED
SEP 27 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM S-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

September 18, 1968

SUBJECT: Extension of Time
Forest Grove-Gaston Section
Tualatin Valley Highway
Contract No. 6965

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Dorman Construction Company, contractor on the subject contract, made the attached request for an extension of the specified completion date on the first phase work from October 15, 1967 to July 15, 1968. The contractor's request, made last fall, is based on delays caused by relocation of utilities.

This contract was established with a dual completion date. The first phase work covered all work north of Station 133 and south of Station 310 (these are sections on existing alignment in Dilley and Gaston) and was scheduled for completion by October 15, 1967. The first phase completion date was established to minimize conflicts with traffic through the winter season. The second phase completion date of July 15, 1968 covers all of the remaining work between Stations 133 and 310 which is on new alignment.

Bids for this contract were received December 15, 1966. The contract was awarded January 13, 1967. This is a delay of 29 days and according to the applicable specifications justifies an extension of 9 calendar days. (This delay was for the railroad agreement.)

The contractor started work on February 20, 1967. At the north end of the project there were three utilities whose facilities had to be relocated. Water supply line work performed by the City of Hillsboro was started April 3 and completed May 29, 1967. Relocation of electrical facilities owned by Portland General Electric was started in June and was not completed until late in July. The General Telephone Company facilities relocation work was started in June and was not completed until August 8, 1967. All of this utility work effectively prevented the contractor from being able to perform his regular contract work on the north end of the project in an expeditious manner.

On the south end of the project, a major revision to the City of Gaston's water system was not started until September 28, 1967. The existing line was found to be too high to permit the planned construction so it was relocated to the other side of the street.

Instead of processing this time request last year, a stop work order was issued on the early phase on October 27 when the bituminous base was down on the early phase portions of the project. This order was lifted May 3, 1968 when the A. C. paving started on the early phase. An extension for the stop work period is justified. This work was completed May 17 which is the actual completion date on the early phase, with 27 days of liquidated damages accrued at $100 per day or $2,700. (This is derived for the periods October 15 through October 27, 1967 and May 3 through May 17, 1968). The overall completion requirement of July 15, 1968 was met so there are no further liquidated damages.

We believe an extension of time on the first phase is justified based on the utility work delays, stop work period and the delay in award. We recommend that the first phase completion date be extended to May 17, 1968. This will eliminate all liquidated damages.

This matter has been discussed with the Bureau of Public Roads Area Engineer who indicates that part of this time extension will be non-participating. Their PS&E approval rules out time extension for utility relocations. They can approve the stop work time and may approve the 9 days for delay in award. They will require that the project be reimbursed for the Federal share of remaining liquidated damages.

Rough drafts of letters to the Bureau of Public Roads and the Highway Commission are attached.

F. D. Morgan
Construction Engineer

By
John A. Bond
Staff Assistant

JAB:fw
Enc.
cc L. H. Young

RECEIVED
SEP 20 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 19 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 27 1968
FOR FILING
F-240(3)
6465

September 27, 1968

Oregon State Highway Commission

Request for Extension of Time
No. 4
October 1, 1968 meeting

Gentlemen:

Dorman Construction Company, contractor on the Forest Grove-Gaston Section of the Tualatin Valley Highway in Washington County, Contract No. 6965, requests an extension of the first-phase completion date to July 15, 1968. The contractor's request is based on delays caused by utility relocations.

This contract was established with a dual completion date. The first-phase requirement was that work on segments of existing alignment on each end of the project be completed by October 15, 1967.

An extension of nine calendar days is justified for a delay in award of the contract awaiting railroad right-of-way.

Extensive utility relocations involving four utility organizations were required on the first-phase segments of the project and unanticipated delays were encountered on these. A seasonal stop work order applying to the first phase was in effect from October 27, 1967 to May 3, 1968. The first-phase work was then completed on May 17, 1968. The entire project was completed on July 15, 1968, within the overall time allowed.

The delay in award, utility relocations, and ordered stop work time more than justify an extension on the first phase to May 17, 1968 and is recommended. This will eliminate all liquidated damages.

This matter will be on the agenda for your consideration at the October 1 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
Enc. L. W. Rulien

JAB:DES:fw fn

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for CALENDAR DAYS

Increase in Number of ~~Workdays~~

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6965 Contractor Dorman Construction Company

Highway Tualatin Valley

Section Forest Grove-Gaston

Kind of Work Grading, Paving and Structures

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ GRANTED. The reasons for such recommendation are as follows:

Utility delays, delay in award and stop work period justify an extension to May 17, 1968 on the first phase work.

Recommended for Approval:

Division Engineer

Construction Engineer or Resident Engineer

Assistant State Highway Engineer

Contract No. 6965

Project designation ~~XXXXXX~~ - F-240(3)
State-Federal

Date awarded January 13, 1967

Work started February 20, 1967

Per cent completed 100% - July 15, 1968

Completion Date Sec A - Oct. 15, 1967
Date
~~No. of Workdays Allowed~~ Sec B - July 15, 1968

Completion Date ~~Allowed~~ Requested Sec. A - May 17, 1968

SP*6830-786

E-380 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date September 21, 1967

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from ---- days to ---- days, within which to complete our Contract No. 6965, without the assessment of liquidated damages. The said contract is described as follows:

Paving and Structures on Forest Grove - Gaston Section of Tualatin Valley Highway in Washington County.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Deletion of completion date of October 15, 1967 on project (except between Station 133 and Station 310) due to delays caused by relocation of utilities and State of Oregon participation in City of Gaston, the time for completion for all of the project (Sec. 8-7 (a) and (b)) shall be on or before July 15, 1968.

Respectfully submitted,

Dorman Construction Company
Contractor

By Bob Dorman Jr.

CONSENT OF SURETY

Date SEPTEMBER 22, 1967

We, GREAT AMERICAN INSURANCE COMPANY,

412 Failing Building, Portland, Oregon, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

WELLS-REED-WOOD-WEST Co.

Attorney-in-fact Resident Agent

(SEAL)

GREAT AMERICAN INSURANCE COMPANY

BY: [redacted]

Attorney-in-Fact

RECEIVED
SEP 24 1968
FOR FILE
F-240(3)
6765

September 23, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Re: Request for Time Extension, Forest Grove-Gaston Section, Tualatin Valley Highway
Project No. F-240(3)

We have received from Dorman Construction Company, contractor on this project, a request for an extension of the specified completion date on the first phase of the project. The contractor's request is based on delays caused by utility relocations.

This contract was established with dual specified completion dates. The first phase work covered all work north of Station 133 and south of Station 310 (these are sections on existing alignment in Dilley and Gaston) and completion was specified by October 15, 1967. The first phase completion date was established to minimize conflict with traffic through the winter season. The second phase completion date of July 15, 1968, covers all of the remaining work between Stations 133 and 310 which is on new alignment.

A stop work order on the first phase of the project was issued on October 27, 1967, after bituminous base had been placed. The stop work order was rescinded on May 3, 1968, and the first phase work was completed on May 17, 1968.

We request your concurrence in an extension of time on the first phase for this ordered stop work period.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
C. H. Maison
F. D. Morgan
L. H. Young
L. W. Rulien

JAB:DES:fw srb

FORM E-123

COMMISSIONERS
GLENN E. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
PENDLETON

DELETED
1968
FOR FILING

E-246 (3)

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
September 3, 1968

Mr. Robert W. Redding
139 E. Lincoln
Hillsboro, Oregon 97123

Re: Gaston Water Line Repair
Forest Grove-Gaston Section
Tualatin Valley Highway
Washington County

Dear Mr. Redding:

In reply to your letters of July 8, and August 20, regarding the liability of the State Highway Department to reimburse the City of Gaston for repair of its water main, please be advised that the repair of the water main was never in any way occasioned by the construction of the highway project and, therefore, we do not feel that the Highway Department has any liability in this matter.

Very truly yours,

G. E. ROHDE
Chief Counsel

By
JACK L. SOLLIS
Staff Attorney

JLS:djg
cc: L. A. Johnston
F. B. Klaboe
T. W. Litchfield
F. C. McKinney
C. H. Maison
F. D. Morgan
R. L. Porter
G. E. Rohde
L. W. Rulien
R. H. Rumbolz
L. H. Young

RECEIVED
SEP 4 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 26 1968
A. W. KILBORN
SUPERINTENDENT
S. W. BISHOP
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER
F-240(3)
671

Southern Pacific Company

251 UNION STATION, PORTLAND, OREGON 97209

August 22, 1968

IN REPLY PLEASE REFER TO

GMO 63498
O-PD-64-23

Mr. F. D. Morgan
Construction Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Utilities Liaison Engineer

Dear Sir:

The State Highway Project No. 6965 involving the relocation of the Tualatin Valley Highway between Forest Grove and Gaston has now been completed.

The trailer facilities located at Yamhill are satisfactory and are accepted by the railroad. Final billing was submitted to your office for verification.

Yours truly,

C. Williams

RECEIVED
AUG 23 1968
OFFICE OF
STATE HIGHWAY ENGINEER

cc: Mr. Lowell Johnston
Resident Engineer
State of Oregon
245 S.E. 2nd Street
Hillsboro, Oregon

EB KLABOE
LW RULIEN
RJ RAMAGE
FD MORGAN

Routing
Morgan
Parker
Bond
Barbee
Walker
Glenn
Swan
Cook
Moreleck
Trout
Scott
Wills
Litchfield
Olson
RECEIVED
CONSTRUCTION
DIVISION

RECEIVED
SEP 3
FOR

FORM PR-33A (REV. 10-63)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Region [illegible] FINAL CONSTRUCTION INSPECTION REPORT.
INTERMEDIATE CONSTRUCTION INSPECTION REPORT
(PPM 20-6.1)

cc: [illegible] (Klaboe)
cc: [illegible] (Edwards)
cc

REGION NO.	REPORT NO.	COUNTY	STATE
6	10	Washington	Oregon
DATE OF INSPECTION	**INSPECTION MADE BY**		**PROJECT NO.**
9-2-66	W. E. Grafe, Area Engr		F-240(3)

IN COMPANY WITH
L. A. Johnston, Res Engr; Don H. Heller, Asst Div Engr, OSHD

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	100 %	100 %

REMARKS (1) COMPLETED WORK; (2) WORK IN PROGRESS; (3) COMMENTS AND RECOMMENDATIONS

FOREST GROVE - GASTON SECTION
TUALATIN VALLEY HIGHWAY
Grading, Paving, and Structures

All contract work was completed at the time of the final inspection except for the placement of some guardrail anchors which had not yet been received from the supplier. This will be the final report until assembly of the final records and the closing of the project.

Review of project records and inspection of work indicates that work has been completed in substantial conformity to the governing plans and specifications and the final contract cost is now estimated to be $1,588,000.

Participating contract changes are as follows:

PA #2 - Extension of the box culvert. Estimated final cost, $11,500.12.

PA #3 - Modification and extension of the County Road adjustment, estimated $32,000, and will be slightly under when final costs are all in.

PA #4 - Cement adjustment, $623.95.

PA #5 - Change in specification of asphalts, no change in cost.

PA #7 - Quarry rock to stabilize grade, $4333.50.

PA #8 - Bridge-end connection to guardrail, $805.

PA #9 - RS-1 tack coat between asphalt lifts, $600.

PA #10- Guardrail changes other than above mentioned, $8034.60.

EWO#1 - Flagging, $3960.

EWO#2 - Cleaning out of the box culvert prior to extension under the contract items, $176.92.

NOTED
TOM EDWARDS

(more)

EWO #3 - Location of underground utilities, $1563.29.

EWO #4 - Replacement of water line, $822.09.

EWO #6 - Reinstall Type 2 fence, $302.31.

EWO #7 - Clean up railroad ditches, $755.50.

EWO #8 - Slope repairs, $2294.36.

These are estimated final costs of the orders and in most cases are actual final computed costs.

There are no significant deviations from the contract amounts in the major items. Review of the material sheets shows adequate control has been maintained throughout the life of the project.

This project was open to traffic on June 21, 1968 and dedicated at a ceremony on July 17, 1968.

RECEIVED
AUG 29 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 8 - 1968

FORM E-123X
COMMISSION
GLENN L. JACKSON, CHAIRMAN
MEDFORD
[redacted]
FRED V. HILL, MEMBER
HELIX
[redacted], Member
Portland

F-240(3)
6965

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 23, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon 97301

Contract 6965
Prefix 34-1038
FAP F-240(3)

Dear Sir:

All work under Contract No. 6965, Forest Grove-Gaston Section of the Tualatin Valley Highway in Washington County, was completed on July 15, 1968.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date August 2, 1968

NOTED
R. L. PORTER

Conditions noted on above date:

None, pending receipt and installation of guardrail anchors (minor PA work).

for R. E. Simpson
Division Engineer

VG:bb

to: Forrest Cooper
L. H. Young

RECEIVED
AUG 7 1968
OFFICE OF
STATE HIGHWAY ENGINEER

F-240(3) 7-17-68

6965

DEDICATION CEREMONIES

FOREST GROVE - GASTON SECTION
TUALATIN VALLEY HIGHWAY
(ORE 47)

OREGON STATE HIGHWAY DEPT.

Ceremonies on ORE 47 approximately one mile north of Gaston

11 A.M. Wednesday July 17, 1968

F-240(3)

The Oregon State Highway Commission is and has been engaged in a program of modernizing the State Highway System to provide safer and better highways for the traveling public. Funds for this all-important program unfortunately are limited and selection of sections to be improved must be done judiciously.

This Forest Grove-Gaston Section of the Tualatin Valley Highway (ORE 47), which we are dedicating today, is an example of this program to make Oregon's highways safer for motorists. The cost of construction on this 4.6-mile stretch of highway was $1,761,000.

The new construction provides two 12-foot travel lanes with 10-foot paved shoulders on either side or a total width of 44 feet. It has five curves with a total of 60 degrees of curvature in its entire length. The old highway, which was added to the State System in 1917 when the Legislature created the Highway Commission, had two 10-foot lanes with 2-foot shoulders on either side. It had 32 curves with a total of 720 degrees of curvature.

The new alignment, which extends through the rich and beautiful Tualatin Valley, saves a distance of .87 mile over the old. It is located so the grade is above the flood stage which covered the old highway in several places almost every spring. The new location also provides a railroad overpass thereby eliminating the grade crossing and providing greater safety.

F-240(3) 7-17-68

DEDICATION PROGRAM

(Ceremonies Begin at 11 a.m., July 17, 1968)

INVOCATION - Reverend Thomas A. Geshay, Minister of First Baptist Church and President of Forest Grove Ministerial Association.

OPENING REMARKS AND INTRODUCTION OF GUESTS - Glenn L. Jackson, Chairman, Oregon State Highway Commission, and Master of Ceremonies.

REMARKS - Mayor Norman Scott, Mayor of McMinnville, representing the cities of the area.

REMARKS - Loren Waltz, President of Forest Grove Chamber of Commerce, representing civic groups of the area.

REMARKS - Kessler R. Cannon, Executive Secretary of State Committee on Natural Resources, representing Governor McCall.

RIBBON CUTTING CEREMONY - Kathy Conroy and Shalline Dwyer will assist Mr. Cannon in the cutting of the ribbon opening the highway.

LUNCHEON - No host in Gaston Community Hall, sponsored by the ladies of the Gaston Commercial Club.

TOUR - Following the luncheon there will be a bus trip to the Tualatin Valley Irrigation Project dam site on Scoggin Creek sponsored by the Forest Grove Chamber of Commerce.

THE OREGON STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY DEPARTMENT

Salem Oregon

PUBLIC INFORMATION OFFICE PHONE 364-2171 Ext. 1501

68-134-S

NEWS RELEASE

FOR IMMEDIATE RELEASE

July 12, 1968

NOTED
L. PORTER

The Forest Grove-Gaston Section of the Tualatin Valley Highway (ORE47) will be dedicated at ceremonies to be held starting at 11 a.m., Wednesday, July 17, it was announced today by State Highway Engineer Forrest Cooper. The ceremonies will be held adjacent to the new highway approximately one mile north of Gaston.

Kessler R. Cannon, Executive Secretary of the State Committee on Natural Resources, will be the principal speaker for the occasion. Glenn L. Jackson, Chairman, Oregon State Highway Commission, will serve as master of ceremonies. The Invocation will be by Reverend Thomas A. Geshay, Minister of the First Baptist Church and President of the Forest Grove Ministerial Association. Other speakers include Mayor Norman Scott, McMinnville, who will represent the cities of the area, and Loren Waltz, President of the Forest Grove Chamber of Commerce, representing the civic groups of the area.

Assisting Cannon in the ribbon-cutting ceremonies will be Kathy Conroy and Shalline Dwyer. Following the formal ceremonies, there will be a no-host luncheon sponsored by the ladies of the Gaston Commercial Club. This will be served in the Gaston Community Hall. After the luncheon, there will be a bus trip to the Tualatin Valley Irrigation Project dam site on Scoggin Creek. This trip is sponsored by the Forest Grove Chamber of Commerce.

The opening of this section of highway marks another step in the Highway Department's program to modernize the State Highway System. Construction on this 4.6-mile stretch of highway began February 20, 1967. The cost of construction was $1,761,000.

(more)

The new construction provides two 12-foot lanes with 10-foot paved shoulders on either side for a total roadway width of 44 feet. It has five curves with a total of 60 degrees of curvature in its entire length. The old highway which it replaces had two 10-foot lanes with 2-foot shoulders on either side. It had 32 curves with a total of 720 degrees of curvature.

The new alignment saves a distance of .87 mile over the old. It is located so the grade is above the flood stage. The old highway was covered with water in several places almost every winter. The new highway provides a railroad overpass, thus eliminating a grade crossing and providing greater safety to the motorist.

# # # # # # # # # #

RECEIVED
JUN 18 1968
FOR FILING

F-240(3)

6-1/6-

June 18, 1968

Mr. Carrell F. Bradley
Schwan, Bradley & Batchelor
Law Offices
139 East Lincoln
Hillsboro, Oregon 97123

Dear Mr. Bradley:

Re: Water Line Replacement, City of Gaston
Forest Grove-Gaston Section, Tualatin
Valley Highway, Washington County

Reference is made to your letter of May 22 in which you inquired as to the possibility of the State advancing funds to the City of Gaston to reimburse a contractor for replacement of water lines.

The State has, in a few instances, advanced funds to cities for the payment of costs to relocate or adjust their utility facilities. The basis for the advancement of these monies has been that they are for the cost of relocating or adjusting only those facilities in conflict with the construction of the State's highway project.

It is our understanding that the water line replacement, for which the City of Gaston contracted, was not made to accommodate the construction of this project. Therefore, the State cannot favorably consider the advancement of funds to the City of Gaston.

bc: Forrest Cooper
R. L. Porter
)F. D. Morgan
)L. W. Rulien
w/enc.)L. A. Johnston
)R. H. Rumbolz
)T. W. Litchfield

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

JMC:ss srb

cc: Mrs. Fern Schroeder, City Recorder
City of Gaston

LAW OFFICES

SCHWENN, BRADLEY AND BATCHELOR

W. C. SCHWENN
CARRELL F. BRADLEY
DEMAR L. BATCHELOR
ROBERT W. REDDING

139 EAST LINCOLN
HILLSBORO, OREGON 97123
TELEPHONE 648-6677

May 22, 1968

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attn: Ted Litchfield, Room 314

Dear Mr. Litchfield:

Your name has been given to me by Mr. Lowell Johnson, your resident engineer here in Hillsboro with reference to a problem that is now facing the City of Gaston.

Gaston was required to remove and replace quite a bit of water line by reason of the relocation of the highway through Gaston. When the line was uncovered, it was discovered that it was in very bad shape and had to be replaced. It appeared to the City Council that an emergency situation faced them and they gave to Mr. Hoagland a contract to replace the line at the cost of some $12,000-$14,000. Unfortunately the formalities required by law were not observed, that is, no bids were let and no written, formal contract was entered into. Furthermore, the City did not have the money to make that payment or to obligate themselves for the payment.

I understand that in some instances the Highway Commission has made loans to cities and other organizations in order to help finance the relocation of lines and utilities resulting from highway construction.

I would appreciate some advice from you as to whether the Highway Commission would entertain a loan to the City of Gaston to reimburse the contractor for his work. Mr. Lowell Johnson can give you a detailed breakdown and outline of what has happened in the City. May I hear from you.

Very truly yours,

Carrell F. Bradley

CFB:lt

Routing

Morgan
Dreker
Bond
Parker
Weaver
Clark
Sv...
Jones E
Morrison
Trout
Scot...
Mills
Litchfield 1
Gibson

RECEIVED
CONSTRUCTION
DIVISION

Sec 35 T.1S., R.4W., W.M.

GASTON

+33 Const. Appr. Alt. - Join 18" Conc. Pipe
Const Guard Rail - 125' Lt. 175' Rt

+85

RIVER

Const. R.C.D.G. Structure Roadway Width Dwg. Nos 22544-22548 Inc. 22150, 17190

+10

(Stage Constr., See Spec's.)
Const. Type 2 Barricade - 175'
Salvage Type 2 Barricade - 175'

+57 Const Appr. Inst. 12" Culv. Pipe - 32' Tr. Exc. 5 C.Y.

+25 Const Appr. Inst. 12" Culv. Pipe - 4 Tr. Exc. 7 C.Y.

Const Guard Rail - 175' Lt. (Salvaged Barricade) Southern Pacific R.R.
75' Rt.

Hwy. & R.R.

Remove Exist. Curb

6" Water

305

310

30'

Const Loose Riprap - 150 C.Y.

240'

80'

Taper 1:20

Limits

55' R.

Const Type "C" Curb

ess Control Line

+00

0° 15' C.R.
Δ 2° 32' 30"
Ts 508.42'

Const. 2 Reinforced Conc. Bridge Panels
For Details See Sheet 2C

City

TUALATIN

Highway

Exist. Tualatin Valley

Gaston

12" C.M.P.

6" Water Main
8" San. Sewer
(City Gb)

Remove Service Station Bldg. (Cl. Gb)

City Curb

(By Others) Painted Traffic Markers

Adjust Inlet

Remove Conc. Curb As Req'd

+58 Adjust Manhole

311+94.01 P.T. Bk.
311+99.68 P.O.T. Ah.

312+00 Const Type "G-1" Inlet
+22 Remove Inlet

Exist. Painted Traffic Mkrs.

SECOND STREET

Remove Conc. Walk & Driveway
Const Conc. Walk Shown Thus

Replace Water Line

B.M. 186.45'

37+50 37' Lt.
Brass Disk in Conc. Post

100.33'

Final Finis

18" 12

2.1%

+85

+10

+0923

8" San. Sewer

400' V.C.

F.L. 179.5

Exist. 12" C.M. Pipe

H.W. Elev. 175.8

Ground Line

S1 2:1

9V-137

FOREST GROVE-GASTON SECTION TUALATIN VALLEY HIGHWAY WASHINGTON COUNTY				SHEET No. 11
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS See Index
8	OREGON	F-240(3)		

T O N

315+53
Const Road Conn.

+25
onst Appr
t. 12" Culv. Pipe-44'
r. Exc. 7 C.Y.

Pacific R.R.

Note:
Sta. 310+00 to 329+50, Lt.
Power Poles to Remain in Place
Except at Approaches.

+92
Const. Appr.
Inst. 12" Culv. Pipe-28'
Tr. Exc. 5 C.Y.

R.R. Easement
Hwy. & R.R. R/W
Exist. Curb
FRONT STREET
315
320
30'R
Power Pole
S. 7°05'50"E.
30'
12'
12'

Water
Exist. 8" Sont Sew
W.V.
8" Water
Remove Exist. Curb
Exist. 8" Sont Sew
6" Water
36'
30'
18" Conc. Storm Sew.
18" W.F.H.
Const Type "C" Curb
Const. Conc. Walk-7.5" Wide
Rem. Conc. Walk & Dwys. 245 Sq. Yd.
8" Sont Sew
8" Storm Sew
MAIN STREET
12"R
Water Meter
Fire Hydrant
Const. Conc. Walk-7.5'
Const. Type "C" Curb
Remove Conc. Walk & Driveways
302 Sq. Yds.
8" Storm Sew
Const. Type "C" Curb.

+96 Adjust Manhole
FIRST STREET
PARK STREET
50'
D.L.C. 49

315+32
Const. Manhole
Const. 2 Type "G-1" Inlets
Remove 2 Inlets
Inst. 12" Sewer Pipe-80'
Tr. Exc. 24 C.Y.

315+00 Adjust Manhole

317+50
Const Type "G-1" Inlet

318+92
Const. Manhole
Const. 2 Type "G-1" Inlets
Remove 2 Inlets
Inst. 12" Sewer Pipe-60'
Tr. Exc. 20 C.Y.

Walk & Driveway -
Shown Thus -

Const 7 Driveways Type "A" Modified Shown Thus
(For Details, See Drg. No. 2077)
W

Adjust, Relocate or Reinstall Water Mains and Appertenances (Meters, Valves, Fire Hydrants, Service Connections etc.) As Directed. } Extra Work

Final Finish Grade 12' Lt. or Rt.
Top of M.H.
Top of M.H.
190
180
21½'
-1.26
Sewer
Subgrade
18" Storm Sew.
8" San. Sew.
18" Storm Sew.
800' VC
191.04
184.00
Fl. 185.9
183.4
Fl. 184.2
Fl. 181.6
Fl. 181.5

G A S T O N

Southern Pacific R.R.

R.R. Easement

R.R.& Highway R/W

Hwy.& R.R. R/W

320

325

S.7°05'50"E. FRONT STREET

Power Pole

Remove Exist. Curb

Const. Type "C" Curb

Remove Exist. Curb

Const. Type "C"

6" Water

FH

8" Conc. Sanitary Sewer

4" Water Main

30'

Water Meter

12" R. Pole

18'

25'

18" Conc. Storm Sewer

18'

18'

12" R.

Fire Hydrant

Const. Conc. Walk 7.5' Wide
Remove Conc. Walk & Driveway
(For Quantities, See Sheet 11)

(Water to 8")

& Storm Sewer

Remove Conc. Walk & Driveway Shown Thus

Const. Conc. Walk Shown Thus -

12" Conc. Storm Sewer

OAK STREET

+20 Adjust Manhole

322+02
Const. Manhole
Const. 2 Type "G-1" Inlets
Remove 2 Inlets
Inst. 12" Sewer Pipe-60'
Tr. Exc. 20 C.Y.

+20 Const. Type "G-1" Inlet

325+00
Const. Type "G-1" Inlet

327+54
Const. Manhole
Const. 2 Type "G-1" Inlets
Adjust Manhole
Remove 2 Inlets
Inst. 12" Sewer Pipe-60'
Tr. Exc. 20 C.Y.

10"

COTTONWOOD STREET

Const. 7 P.C. Conc. Driveway, Type "A" Shown Thus

W

Ground Line

Top of New M.H.

Final Finish Grade 12" Lt. or Rt.

-1.26

17.22

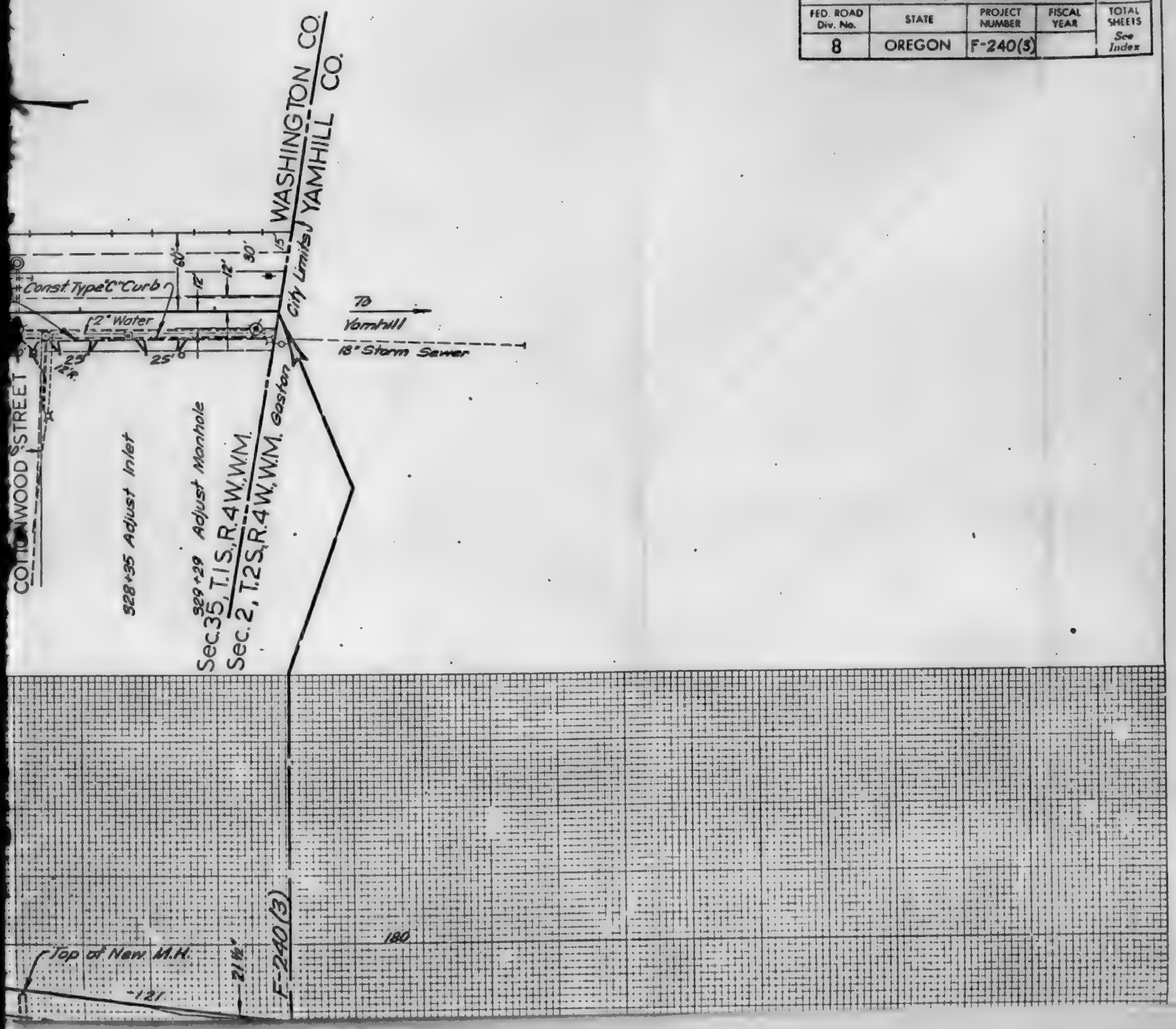
No V.C.

Top of

Subgrade

9V - 137

FOREST GROVE - GASTON SECTION TUALATIN VALLEY HIGHWAY WASHINGTON COUNTY				SHEET No. 12
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	F-240(3)		See Index



Form E-208—5M

F-240(3)
6965

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Certified Item modification
project G-1 P
funds are req
APR 10 1968
/s/ H.O. Bruun
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name Forest Grove-Gaston Date May 20, 1968

Highway Tualatin Valley Contract No. 6965

County Washington Prefix 34-1038

Contractor Dorman Construction Co. F. A. Project No. F-240(3)

Address 2818 East First St., Vancouver, Wash. 98661 Order No. 8

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Repair cut slopes where water from top of cut has damaged slopes, place pit-run rock, where necessary, to control future erosion. Deepen outlet ditch from culvert at Seghers Road and place pit-run rock to prevent erosion between highway and railroad ditch. Repair fill slope south of Scoggins Creek Bridge. Repair and correct other items of repair not covered by the contract.

Location by station numbers:

Throughout project.

Estimate of quantities and cost:

Labor	$ 500
Equipment Rental	1,000
Material	500
Total	$2,000

NOTED
F. B. KLABOE

1. Maximum equipment rates as per AGC and State agreement.
2. Percentage allowed contractor to be in accordance with executed agreement for this contract.

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Work to be done not covered by contract.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$1,760,915.95	Space to right of this line is for use of Salem Office
Present estimate of project cost, including $ 2,000 for work under this order	$1,760,915.95	
Expected under-run / over-run amount	$ 0	
Expected under-run / over-run per cent	0	

Submitted by: /s/ Lowell A. Johnston
Lowell A. Johnston — Resident Engineer

Approval Recommended: /s/ John A. Bond for — Construction Engineer or Bridge Engineer

Approval Recommended: /s/ D. H. Haller Asst. — Division Engineer

Approved: /s/ L. H. Young
Young 6-7-68
[illegible] Office [illegible]

SP*6291-734

FORM E-133X 80 M 6-67
RECEIVED
MAY 17 1968
FOR FILING
F-24C(3)
6965

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. ALLEN, MEMBER
PENDLETON

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 17, 1968

Southern Pacific Company
65 Market Street
San Francisco, California 94105

ATTENTION: Mr. T. H. Kruttschnitt, Jr.

Re: Dilley Trailer Site
R/W File 36856
Forest Grove-Gaston Section
Tualatin Valley Highway
Washington County
Contract No. 6965
YOUR FILE: 911/323
0-PD-64-23

Gentlemen:

This is in reply to your letter of May 3, 1968 wherein you request an offer for the 3.4 acre parcel of railroad property required for highway construction at Dilley.

This is to advise the State is prepared to offer you $2,250 for parcel No. 1, in addition to the $800 for the remaining parcels, making a total offer of $3,050 for all property included in our File No. 36856. If this is acceptable to you, please advise and we will place this in line for payment.

Inasmuch as files 40610 and 40768 were not needed, they were cancelled.

Very truly yours,

TWL:ss

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

cc: F. B. Klaboe (w/copy of SPRR letter)
D. H. Moehring " "
L. W. Rulien " "
R. H. Rumbolz " "

cc: Southern Pacific - Portland

RECEIVED
MAY 17 1968
OFFICE OF
STATE HIGHWAY ENGINEER

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO, CALIFORNIA 94105

H. M. WILLIAMSON
CHIEF ENGINEER—SYSTEM
J. A. HOLMES
ASSISTANT CHIEF ENGINEER
B. J. LYON
ASSISTANT TO CHIEF ENGINEER
T. H. KRUTTSCHNITT, JR.
ASSISTANT TO CHIEF ENGINEER

Room 1007 Routing

Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan

May 3, 1968

RECEIVED
MAY 6 1968
CONSTRUCTION
DIVISION

W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES—SYSTEM
A. D. DEMOSS
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
H. F. DULLY
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

Wills
Litchfield
Olson

IN REPLY PLEASE REFER TO
911/323
O-PD-64-23

Mr. F.D. Morgan
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

Attention: Mr. T.W. Litchfield
Utilities Liaison Engineer

Dear Sir:

We are reminded that negotiations between Southern Pacific Company and State Highway Department covering the sale to State of various parcels of Railroad property involved in the reconstruction of the Tualatin Valley Highway between Forest Grove and Gaston have not been concluded. This matter is covered by your file "Negotiations for Property Exchange" R/W File Nos. 36856, 40610 and 40768.

Your letter December 19, 1966 offered in even exchange a 1.28 acre trailer park site in return for our Dilley station grounds (State Parcel 1) plus $800 for the remaining parcels.

With respect to the above mentioned exchange of properties as contemplated due to need for relocating our employee living trailer facilities, you will recall that said trailer facilities were actually relocated to Railroad owned property at Yamhill in Yamhill County. This feature then leaves the disposition of the 3.4 acre portion of our Dilley station grounds (State Parcel 1) open to negotiations.

We are willing to accept your offer of $800 for the remaining parcels but due to circumstances related above, we feel fair compensation is due us for the Dilley station grounds (State Parcel 1). Therefore, we would appreciate your making us an offer of payment for the 3.4 acre parcel involved so that property matters may be brought to an early conclusion.

Yours very truly,

H. M. Williamson

RECEIVED
APR 10 1968
FOR FILING
F-240(3)
6965

April 9, 1968

Oregon State Highway Commission

Gentlemen:

An overrun of the project authorization on Contract No. 6965, the Forest Grove-Gaston paving, grading and structures project on the Tualatin Valley Highway in Washington County, is anticipated. Dorman Construction Company of Vancouver, Washington, is the contractor. This is a Federal-aid Primary project for which the original authorization was $1,644,549.18. The present anticipated cost is $1,760,915.95, indicating an overrun of $116,366.77 or 7.08 percent.

There were several reasons for the overrun:

1. Considerably more subsurface water was encountered than had been anticipated, which required extensive overruns in drainpipe and trench excavation.

2. In order to adequately handle traffic on the project through the winter months, the bituminous base mixture had to be increased.

3. Due to the characteristics of the aggregate material in the asphaltic concrete, the asphalt in the mix design was increased.

4. Utility adjustments and the relocation of the Southern Pacific Railroad trailer park exceeded the anticipated authorization.

5. A revision in a county road connection caused an overrun.

6. These changes also caused an increase in the engineering required.

This request for an additional authorization will be presented to you at the April 23 meeting and your approval is recommended.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Quary
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
L. W. Rulien

DES:nnFBK:srb jes

PERMIT
APR 4 1968

FOR FILING
F-240(3)

6965

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 3, 1968

NOTED
F. B. KLABOE

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

SUBJECT: Overrun of Project Authorization
Forest Grove-Gaston Section
Tualatin Valley Highway
Contract 6965

Attached is a report on an expected overrun of the project authorization on the subject contract. This project for grading, paving and structures is under contract to Dorman Construction Company of Vancouver, Washington. The original project authorization was $1,644,549.18. The present anticipated cost is $1,760,915.95, indicating an overrun of $116,366.77 or 7.08%. Major reasons for this overrun are increases in drain pipe and trench excavation to control subsurface water; increase in bituminous base mixture because of wet grade conditions and the necessity of carrying traffic on the base through the winter months; a change in the mix design for asphaltic concrete which increased the percentage of asphalt cement; increased utility adjustments costs, increased SPRR trailer park relocation cost and the addition of a county road extension.

As work on the contract progressed, considerably more subsurface water was encountered than had been anticipated, thus requiring extensive increases in the bid item for 6" perforated drain pipe. The contract called for only 400 lineal feet and the final quantity is estimated to be over 4,000 lineal feet. This also caused an increase in the bid item for trench excavation which increased from 800 cubic yards to nearly 3,000 cubic yards. These two items caused an increase of $18,000.00.

Because of wet grade conditions it was necessary to increase the thickness of the bituminous base mixture to adequately handle the traffic on the project through the winter months. This overrun in bituminous base mixture caused an overrun of more than $8,500.00.

The A.C. mix design requires a comparatively high asphalt content of 7.0% compared with an estimated 5.5%. This was due to the characteristics of the aggregate material. This caused an increase in the project cost for this item of $14,400.00.

The contract authorization included $3,100.00 for adjustment of power utilities. The final cost of power line adjustments and revisions of the Gaston water line caused an increase in the contract cost of nearly $23,000.00.

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APR - 3 1968
OFFICE OF
STATE HIGHWAY ENGINEER

There was $10,000.00 in the authorization for relocating the SPRR trailer park but the final cost exceeded this amount by more than $6,000.00.

A decision was made to extend Patton County Road and this work was accomplished under Price Agreement No. 3. The total cost of this extension was nearly $32,000.00.

Because of the extensive extra work added to the contract, plus the low rate of production through the winter months, the engineering on this project will overrun the project authorized amount by $33,000.00.

It is recommended that the project authorization be increased by $116,366.77.

A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

JAB-DES:nn

Encs.

cc: L. H. Young

Form E-372 (Rev. 10-66)

F-240(3)

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project Forest Grove-Gaston — Date March 13, 1968

Highway Tualatin Valley — Contract No. 6965

County Washington — Kind of Work Grading, Paving & Strs. — Contractor Dorman Construction Co.

	Authorized	Estimated
Contract Amount	$ 1,421,221.50	$ 1,481,693.92
Anticipated Items	40,600.00	72,198.45
Contingency (4½%)	65,781.96	57,023.58
Engineering	116,945.72	150,000.00
Credits		
PROJECT COST	$ 1,644,549.18	$ 1,760,915.95
	NET INCREASE $	116,366.77 or 7.08%

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)

			Expected Amount	Net Change
(C)	Bid Item No. 6 Trench Excavation	2,950 c.y.	$14,012.50	$ +10,212.50
(C)	" " " 11 Bituminous Base Mixture	15,200 tons	68,400.00	+ 8,550.00
(C)	" " " 16 Asph. Cement in A.C. Mixture	1,900 tons	57,000.00	+14,400.00
(C)	" " " 28 6-inch Drain Pipe	4,426 lin.ft.	8,852.00	+ 8,052.00
(C)	Algebraic total of minor overruns and underruns			+19,257.92
(A)	SFO No. 1 Adjust B.P.A. power line		2,580.00	
(A)	SFO No. 4 " P.G.E. power pole		203.04	+22,858.79
(A)	P.A.No. 6 Revise City of Gaston water line		23,175.75	
(A)	P.A.No. 1 Relocate SPRR Trailer Park		15,439.35	
(A)	SFO No. 5 Bldg. Permit for " "		51.00	+ 6,290.35
(A)	SFO No. 9 Water Conn. " " "		800.00	
(A)	Total of minor overruns			+ 2,449.31

APPROVED BY STATE HIGHWAY COMMISSION
DATE 4-23-68

(Over)

Principal reasons for overruns (Continue on reverse side): Increases in drain pipe and trench excavation due to subsurface water; increase in bituminous base mixture because of wet grade conditions and necessity of carrying traffic on the base through winter months; mix design change in A.C.; increased utility. SPRR trailer park relocation and county road costs.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by LOWELL A. JOHNSTON, Resident Engineer

Noted by for Construction or Bridge Engineer

Confirmed by D. H. HALLER, JR., Asst. Division Engineer

Noted by Assistant Deputy or State Highway Engineer

SP*23769-734

	ITEM		Expected Amount	Net Change
(U)	EWO No. 2	Clean Existing 12'x8' R.C.B.C	$ 176.92	
(U)	" No. 3	Locate Drain & Water lines	1,332.10	
(U)	" No. 4	Replace private water line	822.09	
(U)	" No. 6	Reinstall salvaged Type 2 barricade	800.00	
(U)	" No. 7	Clean SPRR ditches	850.00	
(U)	SFO No. 7	Load & haul steel pile cutoffs	128.06	
(U)	" No. 8	Striping	850.64	$ +57,023.58
(U)	P.A. No. 3	Patton County Road extension	31,734.25	
(U)	P.A. No. 4	Cement Adjustment	600.00	
(U)	" No. 5	Additional Asph. Cem. in A.C. (See Bid Item 6)	0.00	
(U)	" No. 7	Furn. & place quarry rock	4,500.00	
(U)	" No. 8	Furn. & inst. bridge end guardrail conn.	805.00	
(U)	Allowance for future contingencies		14,424.52	

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APR 24 1968
OFFICE ENGINEERING
DIVISION

Form S-[illegible]-[illegible]

F-240(3)
6965

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Contingent [illegible]
project agre[illegible]
funds [illegible]ip
Date [illegible]

[illegible] Dist. Engineer
U.S. Bureau of Public Roads

Project Name Forest Grove-Gaston Date January 26, 19 68

Highway Tualatin Valley Contract No. 6965

County Washington Prefix 34-1038

Contractor Dorman Construction Co. F. A. Project No. F-240(3)

Address 2818 East 1st St., Vancouver, Washington 98661 Order No. 7

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Clean out S. P. R. R. ditches, where mud from our new construction has blocked drainage in these ditches.

NOTED
F. B. KLABOE

Location by station numbers:

Throughout project.

Estimate of quantities and cost:

Labor	$300.00
Equipment Rental	550.00
Total	$850.00

1. Maximum equipment rates as per AGC & State agreement.
2. Percentage allowed contractor to be in accordance with executed agreement for this contract.

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Mud from new highway construction has blocked drainage in the SPRR ditch at several locations. No money set up in authorization for this work, not covered in Contract.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$ 1,644,549.18	
Present estimate of project cost, including $ 850.00 for work under this order	$ 1,708,348.98	
Expected ~~under-run~~ over-run amount	$ 63,799.80	
Expected ~~under-run~~ over-run per cent	+3.88%	

Submitted by: /s/ Lowell A. Johnston, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ D. H. Haller, Division Engineer

Approved: /s/ L. H. Young

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JAN 22 1968
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

F-240(3)

6965-

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 15, 1968

City of Gaston
City Hall
Gaston, Oregon

ATTENTION: Mr. Harvey Hammel
Mayor

Re: Increased Cost of Water System
Relocation
Forest Grove-Gaston Section
Tualatin Valley Highway
Washington County
Contract No. 6965

Gentlemen:

Reference is made to our letter of September 28, 1967, in which we requested the City to make an additional deposit in the amount of $1,531.12.

This additional amount will bring the deposit total to the $4,240.15, which is required to cover the estimated cost, as agreed upon with the State's contractor, of relocating the portion of the City's water system not required to accommodate the highway construction. Adjustments will be made upon completion of the project if the costs are greater or less than estimated. Your check should be made payable to the Oregon State Highway Department and mailed to: Mr. T. W. Litchfield, Utilities Liaison Engineer, State Highway Building, Salem, Oregon 97310.

As this additional work was included at the City's request and it is the State's policy to have an advance deposit for such work, it is requested that you give this matter your earliest attention.

Very truly yours,

JMC:ss

F. D. Morgan
Construction Engineer

cc:F. B. Klaboe
L. H. Young
C. H. Maison
L. W. Rulien
L. A. Johnston
R. H. Rumbolz

By:

T. W. Litchfield
Utilities Liaison Engineer

Form E-204—3M

12 F-240(3)
6965

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Contingent upon modification of project agreement if additional funds are required.
Date G-1-P By ..... Title Asst. Engineer
DEC 5 19..
U.S. Bureau of Public Roads

Project Name Forest Grove-Gaston Date November 28, 19 67
Highway Tualatin Valley Contract No. 6965
County Washington Prefix 34-1038
Contractor Dorman Construction Company F. A. Project No. F-240(3)
Address 2818 East 1st Street, Vancouver, Washington 98661 Order No. 6

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Reinstall salvaged Type 2 Barricade.

NOTED
F. B. KLABOE

Location by station numbers:

Throughout project.

Estimate of quantities and cost:

Labor	$400
Equipment Rental	400
Total	$800

1. Maximum equipment rates as per A.G.C. and State Agreement.
2. Percentage allowed contractor to be in accordance with executed agreement for this project.

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Reinstallation of salvaged Type 2 Barricade not covered in contract.
No money set up in authorization for this work.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$1,644,549.18	
Present estimate of project cost, including $ 800.00 for work under this order	$1,690,961.39	
Expected under-run amount	$ 46,412.21	
Expected under-run per cent	2.82	

Submitted by: /s/ Lowell A. Johnston
Lowell A. Johnston Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ C. T. Keasey
Division Engineer

Approved: /s/ L. H. Young
Young, 12-12-67
Deputy State Highway Engineer
Office Engineer.

SP*23577-734

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DEC 4 - 1967

TO: ~~F.C.~~ Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: November 22, 1967

In reply refer to: 08-35-DA

F-240(3)
6965

FROM: G. R. Brooks, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Inspection-in-Depth
Quality and Cost Control

We have completed our Statewide inspection-in-depth, Quantity and Cost Control - Phase 24. The inspections were made during the period June - October 1967.

We reviewed 12 projects which were located in 5 of the 6 State Highway divisions. The projects reviewed were as follows:

Division	Project Number	Project Name
Metro	I-405-8(13)	NW. Johnson - SW. Montgomery
	U-318(10)	Vista Ridge Eastbound Tunnel
1	I-80N-2(34)	Bonneville - Hood River County Line
	I-80N-2(35)	Cascade Locks - Mitchell Point
	F-240(3)	Forest Grove - Gaston
2	F-59(3)	Holmes Gap - Basket Slough
	ER-171(2)	Wilson River Highway Milepoint 6.9
	F-221(11)	Delena - Rainier
3	F-111(9)	Glen Aiken Creek - Gray Creek
5	I-80N-5(23)	Irrigon Junction - Stanfield Junction
	I-80N-5(27)	Stanfield Junction - Pendleton
	F-182(5)	Little Beech Creek - Fall Creek

The inspection and record control procedures at the project level provided good control, were in accordance with Oregon State Highway Department requirements, and were applied uniformly throughout the State.

This inspection disclosed that the Oregon State Highway Department has shown a marked improvement in record keeping practices since the last construction season. No significant findings were disclosed by this inspection-in-depth. We wish to commend the State for their improved record control procedures.

11-27-67
REFERRED TO Edwards
Bridges - Marchant
BY ASST. STATE HWY. ENGR.

Good work!

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NOV 24 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

cc Jones

RECEIVED
OCT 27 1967
PORTLAND

F-240(3)
6965

BP*23811.734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 25, 1967

SUBJECT: Forest Grove-Gaston
Contract No. 6965

To: Mr. L. W. Rulien
Division Engineer
PO Box 02157
Portland, Oregon 97202

We have given some consideration to the request for time extension on the early phase of this project which was the subject of Mr. Keasey's October 11 letter. We find that any extension based on delay in utility relocations would have to be non-participating as far as BPR is concerned. Their approval at the PS&E stage eliminated utility work as a reason for time extension. If the time were extended as you recommended to, in effect, eliminate the early phase requirement some 274 days amounting to $27,400 in liquidated damages would be involved. We must seek a way to minimize this non-participating amount. One way to do this is to issue a shut down order on the early phase work as soon as it reaches a winter dormancy and the contractor has satisfactorily winterized it. This would stop the lapse of days counted against the early phase and BPR would recognize the ordered shut down period. We will hold this request for extension for the time being until we learn what can be worked out in the way of a shut down order.

F. D. Morgan
Construction Engineer

By: John A. Bond
John A. Bond
Staff Assistant

NOTED
F. B. KLABOE

JAB:ss

cc: F. B. Klaboe

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OCT 25 1967
OFFICE OF
STATE HIGHWAY ENGINEER

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OCT 24 1967
FOR "FILING"

E-24C(3)
6965

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 11, 1967

SUBJECT:

To: Forrest Cooper
State Highway Engineer

The City of Hillsboro's water main that had to be adjusted in connection with the Tualatin Valley Highway construction at Dilley was located on highway right-of-way under permit.

You are correct in that the recently enacted utility law does not refer to such instances.

I believe it would be unequitable to compensate the City of Hillsboro in such a situation and deny compensation to other municipalities and water districts.

R. L. Porter
Deputy State Highway Engineer

RLP:fn

cc Victor D. Wolfe

The work will cost $70,000 which includes some betterment. PP

FC called Barney 10-24-67
fn

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OCT 1 0 1967
FOR FILING

Gn. Files

C

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 11, 1967

RAILROAD COMPANIES
FILE No. 647

F-240(3)

6965

To: Mr. Floyd Query, Secretary
State Highway Commission

L Building

SUBJECT: Files Pux 615 & R-36856 (corrected from erroneous number of R-38351)
Indenture and Construction Agreement
Southern Pacific Company
Forest Grove-Gaston Section
Tualatin Valley Highway
Washington County
Scoggins Creek Overpass

This letter is a correction to our letter to you dated October 6, 1967, in connection with the above subject matter. The correction is as follows:

Under the "SUBJECT" the file number R-38351 should be corrected to read R-36856.

Jack L. Sollis
JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:ja

cc: Ivan Merchant
F. B. Klaboe
F. D. Morgan
E. S. Hunter
L. W. Rulien
R. N. Chase
C. H. Maison
Earl F. Saling
T. W. Litchfield

Stan ✓

NOTED
FLOYD QUERY

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OCT 9 - 1967
FORM H-30 REV. 10-65

FOR FILE

F-240(3)

6965

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 6, 1967

RAILROAD COMPANIES
FILE No. 647

To: Mr. Floyd Query, Secretary
State Highway Commission

SUBJECT: Files Pux 615 & R-38351
Indenture and Construction Agreement
Southern Pacific Company
Forest Grove-Gaston Section
Tualatin Valley Highway
Washington County
Scoggins Creek Overpass

Building

Attached hereto please find one copy each of the above-subject indenture and agreement. The fully executed duplicate originals of these documents have been handed to Velda DeGuire in Mr. Saling's office for processing and recording of the indenture, after which they will be forwarded to your office for your permanent records.

Distribution of conformed copies has been made as indicated below.

JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:ja
Attachments

cc: Ivan Merchant (1)
F. B. Klaboe (1)
F. D. Morgan (2)
E. S. Hunter (1)
L. W. Rulien (2)
R. N. Chase (3)
C. H. Maison (1)
Earl F. Saling (1) & origs.
T. W. Litchfield (1)

RECD
FLOYD QUERY

RECEIVED
OCT 24 1967
FOR FILING

E-240(3)
1965

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 9, 1967

SUBJECT:

To: MEMO TO FILE

On this date, J. W. Barney, City Manager of Hillsboro, called me re a matter of moving the Hillsboro water supply main to accommodate construction of the Tualatin Valley Highway in the vicinity of Dilley.

The plea was that the State assume "part of the cost" of the City's share of moving the main. Mr. Barney cited recent legislative action.

I told Mr. Barney, while I was not sure of all of the facts in this case, I did not believe that the legislature specifically referred to projects such as this in its recent enactment. I told him that I would have the matter reviewed and would advise him as to our thinking. Mr. Porter will give me a report.

Forrest Cooper
State Highway Engineer

FC:fn
cc R. L. Porter
F. B. Klaboe
Victor D. Wolfe
H. S. Cox

FORM E-123X 10M 6-67

RECEIVED
SEP 28 1967
OFFICE OF
STATE HIGHWAY ENGINEER

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
PENDLETON

FOR FILING
F-240(3)
6965

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 28, 1967

City of Gaston
City Hall
Gaston, Oregon

ATTENTION: Mr. Harvey Hammel
Mayor

Re: Increased Cost of Water System Relocation
Forest Grove-Gaston Section
Tualatin Valley Highway
Washington County
Contract #6965

Gentlemen:

Reference is made to our letter of August 17, 1967, and your recent conversation with Mr. R. H. Rumbolz.

Negotiations with our contractor for the relocation of the City's water lines has resulted in unit prices greater than the State previously estimated. Therefore the deposit previously requested and received from you is insufficient to cover the cost of the additional water line relocation being done for the City. Please refer to the attached estimate.

The amount of additional deposit, as discussed with Mr. Rumbolz, did not include the Stone Base Backfill or Asphalt Pavement Patching. This has been included in the attached estimate.

You are therefore requested to deposit with the State a check for the additional amount of $1,531.12 for a total deposit of $4,240.15, that will cover the estimated cost, as agreed upon with the State's contractor, of relocating the portion of the City's water system not required to accommodate the highway construction. Adjustments will be made upon completion of the project if the costs are greater or less than estimated. Your check should be made payable to the Oregon State Highway Department and mailed to: Mr. T. W. Litchfield, Utilities Liaison Engineer, State Highway Building, Salem, Oregon 97310.

Your early attention to this matter will be appreciated.

RECEIVED
SEP 28 1967
OFFICE OF
STATE HIGHWAY ENGINEER

JMC:ss
cc: F. B. Klaboe
L. H. Young
C. H. Maison
L. W. Rulien
L. A. Johnston
R. H. Rumbolz

Very truly yours,

F. D. Morgan
Construction Engineer
ORIGINAL SIGNED BY
By: T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

Enclosure

WATER LINE EXTENSION

ESTIMATE OF CITY'S SHARE

FOREST GROVE - GALLOWAY SECTION

(Based on Contractor's Prices)

5" Water Pipe (Incl. Fit)	1140'	@	$ 5.21	$1,157.80
8" Water Valves	2	@	240.00	480.00
Water pipe (8"@ $3.31 - 6" @ $6.31)	885'	@	1.96	$1,734.60
Trench Exc (1140')	44 c.y.	@	4.75	209.00
Relocate Five Hydrants	2	@	200.00	400.00
Stone Base Backfill (12' Depth)	15 c.y.	@	6.00	90.00
Class "B" A.C. Patching in Trench	.75 ton	@	22.50	168.75
TOTAL ESTIMATED COST TO ...				$4,240.15
AMOUNT PAID FROM CITY ...				2,109.05
ADDITIONAL FUNDS REQ'D FROM CITY				$2131.10

Form S-300-252

F-240(3)
6965

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Contingent upon project [illegible]

AUG 30-67

Date ..... Title Dist. Engineer

U.S. Bureau [illegible]

Project Name Forest Grove-Gaston Date September 12 19 67

Highway Tualatin Valley Contract No. 6965

County Washington Prefix 34-1038

Contractor Dorman Construction Co. F. A. Project No. F-240(3)

Address 2818 E. 1st St., Vancouver, Washington 98661 Order No. 4

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Replace domestic water line, serving house on Brettauer property, Rt. Sta. 234+50.

Location by station numbers:

Sta. 232+50, Highway Crossing

Estimate of quantities and cost:

Labor	$ 225.00
Equip. Rental	75.00
Material	100.00
Total	$ 400.00

1. Maximum equipment rates as per AGC and State Agreement.
2. Percentage allowed contractor to be in accordance with executed agreement for this contract.

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Replace existing water line serving house on Brettauer property, water line taken out by construction. Testimony in Condemnation Case, L5080 R36875, was that the State would replace this water line. No money set up in Authorization for this work.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$1,644,549.18
Present estimate of project cost, including $ 400.00 for work under this order	$1,644,549.18
Expected under-run / over-run amount	$ 0.0
Expected under-run / over-run per cent	0.0

Space to right of this line is for use of Salem Office

Submitted by: /s/ Lowell A. Johnston
Lowell A. Johnston Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ C. T. Keasey
Division Engineer

Approved /s/ L. H. Young
Young 1-18-68
Office Engineer.

State Printing

F-240(3)

Form E-208—SM 9

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Contingent upon modification of project agreement if additional funds are required.

G1-Pete By
SEP 19 1967 Dist. Engineer
U.S. Bureau of Public Roads

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Forest Grove-Caston Date September 12, 1967

Highway Tualatin Valley Contract No. 6965

County Washington Prefix 34-1038

Contractor Dorman Construction Co. F. A. Project No. F-240(3)

Address 2818 E. 1st St., Vancouver, Wash. 98661 Order No. 4

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Replace domestic water line, serving house on Brettouer property, Rt. Sta. 234+50.

OK for approval contingent upon modification of agreement if funds are needed to cover cost.

NOTED
F. B. KLABOE

Location by station numbers:

Sta. 232+50, Highway crossing.

Estimate of quantities and cost:

Labor	$225.00
Equip. Rental	75.00
Material	100.00
Total	$400.00

1. Maximum equipment rates as per AGC and State agreement.
2. Percentage allowed contractor to be in accordance with executed agreement for this contract.

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Replace existing water line serving house on Brettouer property, water line taken out by construction. Testimony in Condemnation Case, L5080 R36875, was that the State would replace this wat er line. No money set up in authorization for this work.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$ 1,644,549.18	
Present estimate of project cost, including $ 400.00 for work under this order	$ 1,644,549.18	
Expected under-run / over-run amount	$ 0	
Expected under-run / over-run per cent	0	

Submitted by: /s/ Lowell A. Johnston, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ C. T. Keasey, Division Engineer

Approved: /s/ L. H. Young, Deputy State Highway Engineer, Assistant State Highway Engineer or

Young 10-2-67

SP*22577-734

RECEIVED
MAY 21 1968
FOR FILING
F-240(3)
6965

Agenda
45

Salem, Oregon
September 1, 1967

RAILROAD COMPANIES
FILE No. 647

Construction Agreement and
Easement Indenture
Southern Pacific Company
Forest Grove-Gaston Section
Tualatin Valley Highway
Washington County

Mr. G. E. Rohde
Chief Counsel
BUILDING

Attention: Mr. Jack L. Sollis
Staff Attorney

Attached for signature by Southern Pacific Company are two copies each of a construction agreement and easement indenture concerning the Scoggin Creek Overcrossing on the above-mentioned property.

After the agreements have been signed and dated, a fully executed copy of each should be returned to this office for the Commission's files.

Floyd Query, Secretary

lmr
Att. (4)

cc: T. W. Litchfield

RECEIVED
AUG 21 1967

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: August 18, 1967

F-240(3)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
6965 Attention: Mr. I. Merchant

In reply refer to: 08-35.6

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: R. H. Tokerud
Division Bridge Engineer

SUBJECT: Oregon Project F-240(3)
Forest Grove - Gaston Section
Revision to Bridge Rail Ends

Drawing No. B-267, submitted with Mr. Merchant's letter of August 16, 1967, showing strengthened guardrail connection at bridge end posts is approved subject to obtaining reasonable prices for the work.

Copy - Merchant
Young
I-2467

RECEIVED
AUG 22 1967
OFFICE
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

F-240(5)
6465

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 17, 1967

City of Gaston
City Hall
Gaston, Oregon

ATTENTION: Mr. Harvey Hammil
Mayor

Re: Water System Relocation
Forest Grove-Gaston Section
Tualatin Valley Highway
Washington County
Contract 6965

Gentlemen:

Reference is made to Mr. Rasmussen's meeting with Mr. R. H. Rumbolz, Field Utilities Liaison Engineer, on August 14, 1967, at which time Mr. Rasmussen approved our proposed plans and specifications for the adjustment of the City of Gaston Water System. Reference is also made to your letter of August 14, 1967, in which Mr. Rasmussen's approval of plans and specifications was verified and the estimated cost of $2709.03 to the City approved. A copy of the cost estimate along with the final plans and specifications are enclosed for your information.

The cost to the city is for work to be done on the water system which is not required to accommodate the State's construction of the subject project. The work is to be done by the State's contractor.

State Highway Department policy requires that, when the State's contractor performs work for other than the State, the contractor will not be instructed to proceed with the work until a check for the estimate cost of the work is deposited with the State. In this instance the work required by the State as well as that required by the city cannot proceed until the check is deposited as the relocation work for the city is an intergral part of the relocation work for the State.

You are therefore requested to deposit with the State a check in the amount of $2709.03 to cover the estimated cost of relocating the portion of the City's water system not required to accommodate the highway construction. Adjustment will be made upon completion of the project if the costs are greater or less than estimated. Your deposit should be mailed to: Mr. T. W. Litchfield, Utilities Liaison Engineer, State Highway Building, Salem, Oregon 97310.

As time is of the essence, your early attention to this matter will be greatly appreciated.

Very truly yours,

F. D. Morgan
Construction Engineer

By:

T. W. Litchfield
Utilities Liaison Engineer

JMC:ss

cc: F. B. Klaboe
L. H. Young
C. H. Maison
L. W. Rulien
L. A. Johnston
R. H. Rumbolz

NOTE: Check should be made payable to the Oregon State Highway Department

RECEIVED
AUG 18 1967
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-122X 50M 7-65

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

RECEIVED
AUG 18 1967
FILING

F-240(3)

6965

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 16, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Attention: Mr. Roy Tokerud

Subject: Forest Grove-Gaston Sec.
Tualatin Valley Highway
Washington County
Brs. Nos. 810A, 9496, 9497,
9498, and 9494
Contract No. 6965

Gentlemen:

Transmitted herewith, are three prints of Dwg. No. B-267 showing guardrail connection and end post reinforcing steel that we propose to use on the Forest Grove-Gaston Section structures. These details increase the strength of the guardrail anchor over what was used on the contract plans.

Your approval is requested for the extra work involved for incorporating these details in the subject contract. This would be contingent on a reasonable negotiated price being obtained from the contractor.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

NOTED
TOM EDWARDS

By

L. L. Wallace
Chief Bridge Design Engineer

LLW:mb
TGT
Att.
cc: Tom Edwards
L. H. Young
C. H. Maison

RECEIVED
AUG 17 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 10 1967
COMMISSIONERS
FOR FILING
GLENN A. JACKSON, CHAIRMAN
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

F-240(5)

6965

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 12, 1967

Southern Pacific Company
65 Market Street
San Francisco, California 94105

ATTENTION: Mr. J. A. Holmes

RE: Maintenance of Way Trailer Site
Forest Grove-Gaston Section
Tualatin Valley Highway
Washington County
Project No. F-240(3)
Contract No. 6965
YOUR FILE: 911/323
O-PD-64-23

Gentlemen:

Herewith you will find two reduced prints of Sheet 12A of the construction plans showing the maintenance of way trailer site which is to be built at Yamhill. You will also find a copy of the Yamhill County Sanitarian's letter dated May 10, 1967 approving the design plans of the trailer facility, and a copy of the building permit which will be posted at the construction site. The building permit fee, which is $51.00, will be paid by the State.

We intend to proceed with the construction of this facility as soon as possible and request that you have the material which is stored on this site removed promptly so that our construction may proceed.

By copy of this letter, we are transmitting this same information to your Portland office, along with a sepia print of the reduced plans as requested in their letter dated May 9, 1967.

TWL:sg:fw
Enc.
cc Southern Pacific Co. - Portland
(with enclosures)
Yamhill County Health Dept.
(1 copy of plan)
bc ~~E. B. Klaboe~~ (w/copy of plan)
L. H. Young "
C. H. Maison "
L. W. Rulien "
L. A. Johnston (w/6 copies of Plan)
R. H. Rumbolz (w/copy of plan)

Very truly yours,

F. D. Morgan
Construction Engineer
ORIGINAL SIGNED BY
By T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

RECEIVED
MAY 15 1967
OFFICE OF
STATE HIGHWAY ENGINEER

YAMHILL COUNTY BUILDING DEPARTMENT

BUILDING PERMIT

Permit No. 1020 **Date** May 9, **19** 67

ISSUED FOR Ten Unit Trailer Park

LOCATION East of City of Yamhill on S.P. RW.

OWNER Southern Pacific Company

BUILDER Same --- Oregon State Highway Dept.

Dorman Const. Company, 2818 East 1st St. Vancouver, Wash.

By County Building Insnector

This Card Must Be Conspicuously Posted on the Premises Until Completed

---

STATEMENT

H. E. COX
YAMHILL COUNTY SURVEYOR
COURT HOUSE
McMINNVILLE, OREGON

OFFICE PHONE 472-5161
EXTENSION 212
HOME PHONE 472-6394

DATE May 9, 1967, 19

Southern Pacific Company and
Oregon State Highway Dept.
State of Oregon
Salem, Oregon 97310

Building Permit for Trailer Park east of Yamhill City Limits on Tax Lot # 334-14	$51.00
	XXXXXXX

RECEIVED
APR 27 1967
COMMISSIONERS
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. RIDDLE, VICE-CHAIRMAN
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

F-240 (3)

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 25, 1967

Portland General Electric Company
621 SW Alder Street
Portland, Oregon 97205

ATTENTION: Mr. C.E. Robertson

Re: Power Pole Relocation
Forest Grove-Gaston Section
Tualatin Valley Highway
Washington County
Contract 6965

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of April 17, 1967, have been approved by the State. You are hereby authorized to proceed with the work as of April 25, 1967.

You are requested to contact Mr. L.A. Johnston, Resident Engineer, 245 SE 2nd Ave., Hillsboro 97123, Phone 648-7628, Ext. 267, at least three days prior to beginning work so that your work may be coordinated with that of the State's contractor.

Reimbursement for the work performed on or subsequent to April 25, 1967, in the amount of $203.04, will be made in accordance with Paragraph 7g(3) of PPM 30-4 dated October 15, 1966 upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in the bill.

Very truly yours,

F.D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T.W. Litchfield
Utilities Liaison Engineer

JMC:sg

cc: C.J. Irelan - PGE
M.L. Stack - PGE, Hillsboro Office
E.B. Klaboe
L.H. Young (2)
C.H. Maison
L.W. Rulien
L.A. Johnston
B.P. Huntley
R.H. Rumbolz

RECEIVED
APR 27 1967
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123X 50M 7-66

RECEIVED
MAR 4 1967
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

F-240 (2)

6965

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 30, 1967

City of Hillsboro
250 South 2nd
Hillsboro, Oregon

ATTENTION: Mr. James Barney
City Engineer

Re: Water Main Relocation
Forest Grove-Gaston Section
Tualatin Valley Highway
Washington County
Contract No. 6965

NOTED
F. B. KLABOE

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of March 14, 1967, have been approved by the State subject to the reduction of the quantity of 2" galvanized pipe from 885 linear feet to 180 linear feet (as shown on attached estimate sheets), and your submission of a breakdown of your engineering costs. This will confirm the verbal authorization to proceed with the work as of March 17, 1967.

The State will reimburse the City for the State's share of the cost of the relocation and advance to City all or a portion of the City's share of the cost of the relocation, said amount not to exceed $70,000, upon submission of billing from City. The reimbursement by the State will be made subject to the provisions of PPM 30-4 dated October 15, 1966. Please be sure to include the beginning and completion dates of the work in the bill.

Very truly yours,

F.D. Morgan
Construction Engineer

By Jarlurt Carlwright

for T.W. Litchfield
Utilities Liaison Engineer

JMC:sg

Attachment

CC: ~~F.B. Klaboe~~
L.H. Young (2)
C.H. Maison
L.W. Rulien
L.A. Johnston
B.P. Huntley
R.H. Rumbolz

RECEIVED
MAR 31 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FORM E-30X—50M—7-66
MAR 30 1967
FOR FILING

F-246(3)

6961

To:

1516

Mr. L. W. Rullen
Division Engineer
State Highway Department
P. O. Box 02157
Portland, Oregon 97202

SP*23657-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 24, 1967

SUBJECT: Forest Grove-Gaston Section
Tualatin Valley Highway
Washington County

NOTED
F. B. KLABOE

Enclosed is a copy of a letter from Mr. Ken Meng, Chief, Engineering Division of Washington County, regarding construction of a connecting road between the existing Tualatin Valley Highway and the alignment that is now under contract. The proposed connection will be just north of Gaston in the vicinity of the north line of the Donald McLeod Donation Land Claim No. 49. The connection is to be constructed on right of way which has been provided by Washington County. Copies of the deeds and a sketch of a proposed channelization are enclosed.

Please prepare plans and quantity estimate, contact the contractor for his prices to do the work, and transmit the information to this office for review. There apparently is a drainage problem and Washington County has made some commitments so that drainage should be given particular attention.

F. D. Morgan
Construction Engineer

By D. J. Barbee

D. J. Barbee
Assistant Construction Engineer

DEK:fw
Enc.
cc F. B. Klaboe

RECEIVED
MAR 27 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Washington County, Oregon

WILLIAM MASTERS, CHAIRMAN
CLAYTON NYBERG, COMMISSIONER
JOHN C. ANICKER, COMMISSIONER
ELDON HOUT, COMMISSIONER
BURTON C. WILSON JR., COMMISSIONER

BOARD OF COMMISSIONERS WASHINGTON COUNTY, OREGON HILLSBORO

Routing
Anicker
Decker
Hout
Rebco
Walker
Olson
Peasu
Morelock
Scott
Wills
Litchfield
Olson

RECEIVED MAR 2 1967 CONSTRUCTION DIVISION

A. A. GRAHAM
DIRECTOR OF PUBLIC WORKS

March 17, 1967

RECEIVED MAR 20 1967 ENGINEER COUNTY & CITY DIVISION

Oregon State Highway Department
City-County Relations Office
State Highway Department Building
Salem, Oregon
7630

Attention: Mr. Si Cox
City-County Engineer

Re: Highway 47, (Forest Grove-Gaston
Section, Hwy 29 rel)

Dear Mr. Cox:

As you are aware, a representative from the State Highway Department informed the Board of County Commissioners of Washington County several months ago that the State Highway Department would construct a connection from the old Highway 47 to the new Highway 47 in the vicinity of the North line of the Donald McLeod Donation Land Claim No. 49, if Washington County would provide the right-of-way. Subsequent to this statement, I consulted with Mr. Larry Rulien, Division Engineer Division 1, and determined that 80 feet would be sufficient right-of-way to effect this connection.

We have now acquired the necessary deeds for the property in question. Copies of said deeds, together with the County's committment in the way of other miscellaneous items, and a right-of-way map are enclosed for your information. In acquiring these deeds we assured the property owners that drainage would be a primary consideration in the design of this road connection. To further explain the concern of the property owners, drainage now collects on the South and West side of the old Highway 47 curve near the West end of the proposed project. This drainage has at times flooded old Highway 47 and, apparently does not have adequate runoff; therefore, we informed the property owners that we would request that your department consider a means of conducting this water in an easterly direction to the new ditch which you are placing along the West side of your proposed Highway 47 improvement. At the present time, a small ditch exists down the North side of the centerline of the proposed connection on property owned by Ellis. Mr. Gravley, the property owner on the South side of the proposed connection, is concerned that since his land is flat and since we, in all probability, will be building the road on a fill; this fill will effectively create a dam trapping surface water on his property. We also assured Mr. Gravley that we would request the State install the proper facilities along

the right-of-way to collect water from his property and carry it to the above mentioned ditch on the West side of the new Highway 47. We would, therefore, request in your design considerations you attempt to provide drainage for the area South and West of the old Highway 47 as well as for the property on either side of the new connection.

The guard rail mentioned was a concern of Mr. Ellis, who felt that since the highway would be built on a fill there was a possibility of a vehicle running off of the road and into his yard. We informed Mr. Ellis that if a guard rail were needed for the safety of the traveling public, it would be installed and, therefore, we would request that you take this requirement into consideration. We have, on the enclosed right-of-way map, shaded in our preliminary thinking on traffic control at the new intersection. It is assumed that North bound traffic on old Highway 47 will need to be stopped at its intersection with the new connection.

We are, by this letter, requesting that you prepare the necessary design, submit it for our review and include it in the construction of Highway 47. If you, or other members of the department, have questions relative to this subject please contact us.

Very truly yours,

DEPARTMENT OF PUBLIC WORKS

Ken Meng
Chief, Engineering Division

KM/hs

Enclosures

cc: Public Works Director

Copy of This letter &

① Letter to Lloyd & Barbara Gravely (dated 3-3-67)
② Warranty Deed from " - " " (Book 633 P472 & 473)
③ Letter to Eric & Vera Bryant (dated 3-3-67)
④ Warranty Deed from - " " " (Book 633 Page 470 & 471)
⑤ " " " Harold & Donna Bates (" 633 " 468 + 469)
⑥ R/w map.

To Frank Hall 3-20-67.
Copy of letter only to Fred Klabee
F.D. Morgan.
Larry Rollins.

RECEIVED
MAR 23 1967
FOR FILING

F-240(3)

6965

5416

March 23, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Forest Grove-Gaston Section
Tualatin Valley Highway
Contract No. 6965

Your File: 08-35.6

Dear Sir:

Reply is made to your letter of February 27, commenting on the structure plans for the above project.

The first paragraph concerned the hold down device for Bridge No. 810A. We have altered our dowel detail by extending it through to the notch and adding a nut and washer. This will give a positive hold down at each bent. We intend to make this a construction change on this structure.

The second paragraph concerned dowels and ties in prestressed slabs on Bridges No. 9496, 9497 and 9498. The first question was about the general note on Drawing No. 19849 which calls for grout in shear keys and dowel holes to be of expanding or nonshrinking type. We believe the note is clear enough and do not plan to revise it at this time. The second question was about the void being shown continuous for the full length of span on Drawing 22193. This was an error and has been corrected to show a diaphram at midspan which will agree with Standard Drawing No. 19849.

The third paragraph concerned the use of 1/2-inch grout pads under prestressed slabs and the resulting edge loading from liveload. We realize that we do have edge

loading and have beveled the cap 4 inches which moves the concentrated load away from the edge of the cap. There may be some localized crushing at the edge of the grout pad, but we feel that this is not detrimental to the structure.

Very truly yours,

Forrest Cooper
State Highway Engineer

By ORIGINAL SIGNED
TOM EDWARDS

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R.L. Porter
Victor D. Wolfe
Ivan Merchant
L. H. Young

TGT/LIW:jf ja

Form CD-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: February 27, 1967

In reply refer to: 08-35.6

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: R. H. Tokerud
Division Bridge Engineer

SUBJECT: Oregon Project F-240(3)
Forest Grove - Gaston Section

Our Washington, D.C. office has reviewed the contract documents for this project and has the following questions and comments concerning the structure plans:

"The details for bridge No. 810A do not include provisions for positive hold down device at the piers and abutments. Due to the proximity of high water, we suggest the use of positive measures to secure the structure.

"Bridges numbered 9496, 9497, and 9498 show smooth dowels in open holes connecting the precast elements to the substructure. The general notes on drawing 19849 imply that these holes are to be grouted. We feel the plans should be more explicit in calling for grouting of these holes which would tend to serve as hold downs for these structures. Standard drawing 19849 also provides for lateral ties, post tensioned, to connect the individual prestressed slab elements together. However, drawing No. 22193 shows continuous voids full length of the elements. We wonder how the lateral ties can be inserted without the use of diaphragms and preformed holes in the slab units. The detail of the exterior, prestressed slabs on drawing 22193 should be clarified to show lateral tensioning rods and diaphragms.

"We also note the use of 1/2 inch grout bearing pads under the prestressed units at abutments and piers, for structures 9496, 9497, and 9498. To prevent high edge loadings due to live load deflections, we suggest the use of preformed fabric pads at these locations."

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

While it is recognized that this project is under contract and changes may not reasonably be made on this work, these items at least should be kept in mind for inclusion on future plans.

Your comments on these questions would be appreciated.

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM MAR 1 X 1967 PM
7,8,9,10,11,12,1,2,3,4,5,6

RECEIVED
FEB 28 1967
OFFI
STATE

RECEIVED
MAR 22 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 17 1967
FOR PLANS

F-240(3)

6965

Agenda 4p

March 21, 1967

MISC. CONTRACTS and AGREEMENTS No. 3313

City of Hillsboro
City Hall
Hillsboro, Oregon

Gentlemen:

Enclosed for your files is a fully executed copy of an agreement covering the relocation of your water mains which conflict with our construction on the Forest Grove-Gaston Section of the Tualatin Valley Highway in Washington County.

A fully executed copy of this agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

lmr
Enc.

cc: T. W. Litchfield

RECEIVED
MAR 13 1967
FOR FILING
F-240 (3)
696

March 9, 1967

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the March 14 meeting will be an agreement between the Oregon State Highway Commission and the City of Hillsboro covering relocation of its water mains which conflict with our construction on the Forest Grove-Gaston Section of the Tualatin Valley Highway in Washington County.

This agreement provides for the City to adjust its facilities, with the State paying relocation costs to the City in an amount not to exceed $70,000. The City has agreed to repay the State in two equal payments, the first payment on January 1, 1968, and the second and final payment on January 1, 1969.

It was necessary to handle this work in this manner since the City had no funds available to make this major relocation of its facilities.

We recommend your approval of this agreement.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan (attention T. W. Litchfield)
L. H. Young
C. H. Maison
H. S. Cox
L. M. Rulien

JMC:sg cm

F-240(3)
6965
1356

Salem, Oregon 97310
March 6, 1967

Forest Grove-Yamhill
County Line Section

Mr. F. D. Morgan
Construction Engineer
B U I L D I N G

Attention Mr. D. J. Barbee

Reference is made to your recent letter concerning the flood plain at Gales Creek. You recommended that no further action be taken to lift the highway above the flood plain northerly of the north end of this project since the Forest Grove Bypass will eventually bypass this section. We agree, so no further action in this matter is required.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 24, 1967

SUBJECT: Forest Grove-Yamhill Co. Line Sec.

To: Mr. F. B. Klaboe
Ass't. State Highway Engineer
BUILDING

In line with your letter of January 19, 1967 regarding the subject section, I am attaching a communication from Mr. Tebeau regarding this matter. Mr. Tebeau estimates the cost of $205,000 for raising the existing Tualatin Valley Highway above flood plain at Gales Creek.

We presently have scheduled the Forest Grove Bypass Section for September and later work. I realize that it is problematical at this time when this work might be done, but with the completion of the Bypass Section traffic will not be required to use the existing highway at Gales Creek during flood stage, but will have a good route bypassing this section which is above the flood plain. For this reason it would be my recommendation that raising the old highway be deferred until sometime in the future and the possibility of a new north and south route around the westerly side of Forest Grove might be developed.

F. D. Morgan
Construction Engineer

By D. J. Barbee

D. J. Barbee
Ass't. Construction Engineer

DJB:rw

Attach.

RECEIVED
FEB 27 1967
OFFICE OF
STATE HIGHWAY ENGINEER

FILE NO. PSSR 34-20

FORM E-30 BOM 10-63

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 21, 1967

SUBJECT: Assignment No. 1356-FBK
Gales Creek, M.P. 20.0
Tualatin Valley Highway

To:

Mr. F. D. Morgan
Construction Engineer
O F F I C E

ATTENTION: Mr. D. J. Barbee

The Gales Creek area (M.P. 20.0, Tualatin Valley Highway) has been studied to determine what could be done to alleviate the problem of flooding. A 50-year flood at Gales Creek probably will not reach an elevation much higher than 172 because at this elevation overtopping of the dike along Gales Creek removes the surplus water and passes it on to the vicinity of the Naylor Creek and Carpenter Creek bridges -- grade of the highway at the point of overflow just north of the Gales Creek bridge is such that 1 to 1-1/2 feet of water is seen over the road.

A solution to this flooding problem would be to raise the grade of the highway at the point of overflow which will require additional waterway under the main bridge over what is there now; this would be necessary in order that the resultant backwater will not force more dike overflow which could cause flooding of the highway in both the Naylor Creek and Carpenter Creek areas (these areas are free from flooding under the present conditions).

To carry out the solution to the problem of flooding at Gales Creek as discussed above would cost in the neighborhood of $205,000 as follows:

Grade and Pave	$130,000
Structure	70,000
Right of Way	5,000
Est. Const. Cost	$205,000 (0.2 mile)

The work involved would result in raising the sag in the gradient just north of Gales Creek bridge about 1-1/2 feet and making the bridge about 50 feet longer in order to provide enough waterway to pass the additional discharge without appreciable backwater. In addition, the coat also includes channel work on Gales Creek and the restoration of the dike which would be disturbed by such work. 1965 ADT through

the area is 3,000 and using this as a basis, 12-foot lanes and 10-foot shoulders were assumed for this estimate; the widening of the bridge to a 44-foot width is also reflected in the estimate (present bridge was built in 1949 to a width of 26 feet with the northerly end having a superelevation conforming with an alignment similar to that proposed for this improvement -- because of this, there exists a slight amount of adverse superelevation at the north end of the bridge). A map is attached depicting the proposal which would serve to eliminate the slightly reversing curvature immediately north of the bridge that is responsible for the adverse superelevation discussed above.

While the foregoing would solve the problem of flooding with respect to the highway, there still remains the problem of the downstream condition of Gales Creek which could place the State in an embarrassing position. The railroad structure is taxed at flood stage and a field observation on January 30, 1967 indicated that its waterway is barely adequate for the usual annual high water. Increasing the waterway under our bridge could cause water to reach the railroad bridge faster than at present and flooding of the area between the highway and the railroad would probably occur sooner than it does now -- thus possible inviting complaints from the affected owners. In order for the solution to be completely effective, the Southern Pacific Railroad Company would also need to provide additional waterway under their bridge.

It might be pointed out that increasing the waterway of the structures mentioned above would have no effect on the proposed Gales Creek structure planned for the Forest Grove Section. The proposed structure has been analyzed and it is considered to be adequate for the 50-year flood.

W. H. Tebeau
Preliminary Studies Engineer

WHT:fp
Attach.

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
REEDSPORT
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID E. [illegible], MEMBER
PORTLAND

RECEIVED
MAR 2 1967
COPY FILED

F-240(3)
6465

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
MAR 1 1967
OFFICE OF
STATE HIGHWAY ENGINEER

February 27, 1967

Southern Pacific Company
65 Market Street
San Francisco, California 94105

ATTENTION: Mr. J. A. Holmes

RE: Permit of Entry
Forest Grove-Gaston Section
Tualatin Valley Highway
Washington County
Contract No. 6965
YOUR FILE: 911/323
O-PD-64-23

Gentlemen:

Herewith you will find a duplicate counterpart of your Permit of Entry dated February 21, 1967 as signed by our Assistant State Highway Engineer Mr. F. B. Klaboe on February 27, 1967.

By copy of this letter, a signed counterpart complete with exhibit is being transmitted to your Portland office for their information.

Very truly yours,

F. D. Morgan
Construction Engineer

ORIGINAL SIGNED BY
By T. W. LITCHFIELD

TWL:fp

T. W. Litchfield
Utilities Liaison Engineer

Enc.

cc Southern Pacific Co. - w/enc.
Portland
bc F. B. Klaboe - w/original of Permit of Entry.
I. D. Merchant - w/copy of permit of entry.
D. H. Moehring " " "
L. W. Rulien " " "
L. A. Johnston " " "
R. H. Rumbolz " " "

NOTE: The 12 parcels which are tinted yellow on the Southern Pacific Drawing No. F-1018 include all property included in R/W File 36856 which includes the railroad's trailer site at Dilley.

7

S-2705

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO, CALIFORNIA 94105

H. M. WILLIAMSON
CHIEF ENGINEER—SYSTEM
R. G. NISSEN
ASSISTANT CHIEF ENGINEER
G. J. LYON
ASSISTANT TO CHIEF ENGINEER
J. A. HOLMES
ASSISTANT TO CHIEF ENGINEER

Routing

February 21, 1967

Morgan
Decker
Bond
Swan
Morelock
Scott
Wills
Litchfield
Olson

RECEIVED
1967
CONSTRUCTION
DIVISION

W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES—SYSTEM
R. D. DeMOSS
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
H. F. DULLY
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

IN REPLY PLEASE REFER TO
~~9~~11/323
O-PD-64-23

Mr. Forrest Cooper
State Highway Engineer
State of Oregon
Salem, Oregon (97310)

Atten: Mr. T. W. Litchfield
Utilities Liaison Engineer

Dear Sir:

Reference is made to your file covering reconstruction of Forest Grove-Gaston Section of the Tualatin Valley Highway in Washington County, State Highway Contract No. 6965:

To enable the State to proceed with its intended highway construction, Southern Pacific Company hereby permits the State of Oregon, its employes, agents, and contractors to enter immediately upon the twelve parcels of Southern Pacific Company property tinted yellow on the attached print of Oregon Division Drawing No. F-1018, dated January 13, 1967.

The permission herein granted is subject to the following conditions:

1. The work upon and adjacent to Southern Pacific Company property is to be performed in accordance with plans and specifications subject to prior approval of Southern Pacific Company.

2. State agrees to assume the entire cost of highway construction work and to reimburse Southern Pacific Company for expenses incurred in protecting its facilities and operations during the period of construction.

3. It is understood the highway construction herein contemplated involves the removal of Southern Pacific Company's Maintenance of Way trailer facilities and related appurtenances presently located near Dudney Avenue. State agrees to assume all cost of site acquisition and cost of relocating said trailer facilities and related appurtenances to a new site mutually acceptable to both parties, and to reimburse Southern Pacific Company for any expense incurred in connection therewith. State shall cause said trailer facilities and appurtenances to be laid down in a manner satisfactory to Southern Pacific Company and to any public agency having jurisdiction thereover.

911/323
O-PD-64-23

4. In the event the State and Southern Pacific Company are unable to reach agreement within a period of one year from date hereof as to fair compensation to be paid to Southern Pacific Company for said parcels of property, State agrees to immediately file and thereafter prosecute with due diligence a proceeding in eminent domain before a court of competent jurisdiction for the determination of the fair market value of the property to be acquired by State.

If the foregoing is satisfactory, please arrange for acceptance on behalf of State on the duplicate copy of this letter and return it to this office.

Yours very truly,

H M Williamson
Ex

Attach.

ACCEPTED THIS 27th day of

Feb. 1967

ON BEHALF OF THE STATE OF OREGON,
ACTING BY AND THROUGH ITS STATE
HIGHWAY DEPARTMENT.

By F B Klaboe
(Title)
Asst. State Hwy Engr.

FORM [illegible] 7-66

RECEIVED
FEB 28 1967
HIGHWAY PLANS

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID E. CRAWSON, MEMBER
PORTLAND

F-240(3)

6965

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 23, 1967

City of Hillsboro
City Hall
250 South 2nd
Hillsboro, Oregon

ATTENTION: Mr. James W. Barney
City Engineer

RE: Water Main Relocation
Forest Grove-Gaston Section
Tualatin Valley Highway
Washington County
Project No. F-240(3)

Gentlemen:

Reference is made to our letter dated February 14, 1967 which established that the relocation of the conflicting water mains would be handled by an agreement between the City of Hillsboro and the State in lieu of Mr. Jack L. Sollis' letter of November 28, 1966.

From a review of our construction plans for the subject project and your relocation plans, it has been determined that the conflict of your facilities is as follows:

18-inch water main running more or less parallel to the higirway from 70 feet right of Station 356+41 through an equation to 99 feet right of Station 131+18. (Actual length of water main in conflict is 4,981 feet).

2-inch water main on south side of Dudney Avenue (beginning 93 feet right of Station 111+40 and extending westerly).

2-inch water main on north side of Dilley Road (beginning 35 feet left of Station 120+48 and extending northwesterly).

12-inch water main on south side of "D" Street (beginning 30 feet left of Station 124+11 and extending easterly).

2-inch water main crossing at Station 130+53 (54 feet right of Station 130+22 to 88 feet left of Station 130+75, a length of 157 feet.)

The 18-inch water main has 392 feet, 23 feet left of Station 127+38 to 95 feet right of Station 131+10, located on private easement, and 4,589 feet located on public road right of way. The City of Hillsboro will be obligated to the State for 92.13 per cent of the cost of relocating this water main.

The 2-inch water main crossing at Station 130+53 has 97 feet located on private easement and 60 feet located on public road right of way. The City of Hillsboro will be obligated to the State for 38.22 per cent of the cost of relocating this water main.

The City of Hillsboro shall be responsible for 100 per cent of the cost of relocating any other facilities that are in conflict.

An estimate and sketch map for all water main relocations should be submitted to the State for approval prior to commencement of the work. Your estimate and billing should separate out the two relocations of your facilities that are partially reimburseable by the State.

If the terms as set forth in the attached revised agreement are satisfactory, please have the appropriate City officials sign two copies of the agreement and return them for the approval of the State Highway Commission.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

JMC:fp
Enc.
bc F. B. Klaboe
G. E. Rohde
G. W. Ross
L. W. Rulien
E. A. Johnston
B. P. Huntley
R. H. Rumbolz

RECEIVED
FEB 28 1967
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123X 50M 7-66

RECEIVED
FEB 17 1967
OR FILES

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

F-240(2)

6765

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 14, 1967

City of Hillsboro
City Hall
205 S. 2nd
Hillsboro, Oregon

ATTENTION: Mr. James W. Barney
City Engineer

Re: Water Main Relocation
Forest Grove-Gaston Section
Tualatin Valley Highway
Washington County
Project No. F-240 (3)

Gentlemen:

In lieu of Mr. Jack L. Sollis' letter dated November 28, 1966, it has since been agreed in discussions with Mr. James W. Barney, Hillsboro City Engineer; Mr. F.B. Klaboe, Assistant State Highway Engineer; and Mr. T.W. Litchfield, Utilities Liaison Engineer, to handle the relocation of the conflicting water main on the subject project as set forth in the attached agreement.

The conflict has been determined to be an 18-inch water main running more or less parallel to the highway from Station 356+00 through an equation to Station 134+00, a distance of 5,236 feet. 392 feet of the conflict, 28' left Station 127+40 to 95' right Station 131+10, is located on private easement and 4,846 feet is located on public road right of way. It is the obligation of the State to pay the cost of relocation for water main presently located on private easement. Reimbursement by the City of Hillsboro to the State will be for the relocation of water main presently located on public road right of way, which shall be 92.52% of the total cost of the adjustment.

NOTED
F.B. KLABOE

An estimate and sketch map for the water main relocation must be submitted to the State and approved prior to commencement of work.

If the terms as set forth in the attached agreement are satisfactory, please have the appropriate City officials sign two copies of the agreement and return them for the approval of the State Highway Commission.

JMC:sg
cc: F.B. Klaboe
G.E. Rohde
L.W. Rulien
G.W. Ross
L.A. Johnston
B.P. Huntley
Attachments
R.H. Rumbolz

RECEIVED
FEB 14 1967
OFFICE OF

Very truly yours,

F.D. Morgan
Construction Engineer

By James Litchfield

T.W. Litchfield
Utilities Liaison Engineer

RECEIVED
FEB 9 - 1967

FILE COPY
E 240 (-)
676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

February 9, 1967

NOTED
E. B. KLABOE

To: MEMORANDUM TO THE FILE:

SUBJECT: R-40763
Hearing before Washington County Planning Commission on change of use for proposed Southern Pacific relocated trailer park

On February 8, 1967, Mr. Litchfield, the Utilities Liaison Engineer, and myself appeared before the Washington County Planning Commission in support of our application for an exception to the zoning of an area near the town of Dilly in order to allow us to construct a replacement trailer park site for one which we are taking from the Southern Pacific Railroad for highway construction.

The application was denied by the Planning Commission on the basis that they are attempting to get the people of Dilly to clean up the city as it is rather messy and that the location of this new trailer park site immediately adjacent to the city is not compatible with their overall zoning program for the area and that such a trailer site should be located out in the country away from a populated area.

In the past the railroad has used some rather junky looking trailers but now has changed their policy and uses only modern 40-foot aluminum trailers which are very nice looking trailers.

The owner of the land on which we propose to relocate the trailer park has retained Mr. Carroll Bradley as his attorney and from his presentation to the Planning Commission it appears that if we condemn this land he will contest the necessity contending that it does not come within the provisions of ORS 366.335. In the event that he does contest to necessity it is a possibility that this could go to the Supreme Court and delay acquisition of the property for some period.

I have been advised by Mr. Litchfield that the construction for this section of highway has already been let and that the contractor was just waiting for the weather to improve to commence construction.

On February 9, in a conference called between Mr. Litchfield and Mr. Kendrew of the Southern Pacific. I was advised that the railroad is investi-

gating the possibility of accepting a 99-year lease on the relocated trailer site from the State and is also attempting to find another location which will not be near a populated area.

As regards the Planning Commission's denial we have the following alternatives:

1. We can file a notice with the Board of County Commissioners that we wish to appeal the decision and can be heard at the next meeting on February 28.

2. We can continue with the condemnation action and attempt to get it completed as soon as possible and construct the facilities as under Oregon Law County zoning ordinances do not apply to State property. We could then lease the property to the railroad for 99 years on the condition that they pay the taxes and with the provision that if they requested we would deed them the title in fee.

3. We could condemn the property, build the facilities, and in a few months deed it to the railroad as there is some law to the effect that the change of ownership of a non-conforming use does not give a planning commission permission to terminate a non-conforming use.

Mr. Litchfield has advised me that as an absolute last resort, if nothing else is feasible, or can be worked out, that the project could be cut short so that the relocation of the railroad trailer park will not be necessary for the construction of this project.

Jack L. Sollis

JACK L. SOLLIS
Staff Attorney

JLS:hg

Form E-206—6M

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date 1967 [illegible] Dist. Engineer
U.S. Bureau of Public Roads

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Forest Grove-Gaston — Date February 1, 1967

Highway Tualatin Valley — Contract No. 6965

County Washington — Prefix 34-1038

Contractor Dorman Construction Co. — F. A. Project No. F-240(3)

Address 2818 E. 1st St., Vancouver, Washington 98661 — Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Flagging

Location by station numbers:

Throughout the project

Estimate of quantities and cost:

$ 3,000

RECEIVED
FEB 1 1967
State Highway Engineer

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Money set up in authorization for this work

NOTED
F. B. KLABOE

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$1,644,549.18	
Present estimate of project cost, including $3,000.00 for work under this order	$1,644,549.18	
Expected under-run / over-run amount	$ 0.00	
Expected under-run / over-run per cent	0.00	

Submitted by: /s/ Lowell A. Johnston
Lowell A. Johnston — Resident Engineer

Approval Recommended: /s/ C. T. Keasey — Division Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approved: /s/ L. H. Young — Office Engineer.

Young 2-14-67

SP*23577-734

RECEIVED
FEB 3 - 1967
FOR FILING

Form CS-121 (11-63) (Proc. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

F-240(3)
6965

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: January 27, 1967

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project F-240(3)
Forest Grove - Gaston Section
Grading, Paving and Structures

As requested in Mr. Young's letter of January 24, 1967 advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of January 13, 1967 in the award of contract No. 6965 to Dorman Construction Co., of Vancouver, Washington, low bidder in the amount of $1,421,221.50 at the December 15, 1966 bid opening.

A waiver of the permit submission requirement as stipulated in our November 22, 1966 P.S. & E. memorandum is granted as requested by Mr. Young's letter. Your effort to obtain a representative number of the permits is recongnized; however, in the future you must strive to have these permits cleared by the required authorization date.

Young.
Litchfield
2-3-67

RECEIVED
FEB 2 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
1967

F-240 (3)
1965

UNITED STATES
DEPARTMENT OF THE INTERIOR
BONNEVILLE POWER ADMINISTRATION
PORTLAND, OREGON 97208

MISC. CONTRACTS and AGREEMENTS No. 3257

January 23, 1967

In reply refer to:
Tract No. FG-M-12
Contract No. 14-03-60375

Your reference:
Forest Grove Section
Tualatin Valley Highway

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon 97310

Dear Mr. Query:

The Trust Agreement covering modification of our transmission facilities for the subject highway project, forwarded with your letter of December 28, 1966, has been signed for the Administration and is enclosed.

State warrant in the amount of $2,580 was received January 12, 1967.

Sincerely yours,

John V. Mulcahy
John V. Mulcahy
Chief, Branch of Land

Enclosure

Linda
Note in your record & file
FG

Noted
Lmw

RECEIVED
JAN 25 1967
OREGON
STATE HIGHWAY COMMISSION

Agenda 4-m

December 28, 1966

U.S. Department of Interior
Bonneville Power Administration
827 N.E. Oregon Street
Portland, Oregon 97208

Attention: Mr. John V. Mulcahy
Chief, Branch of Land

Gentlemen:

We are enclosing two copies of a Trust Agreement covering the relocation of your facilities which conflict with the construction of the Forest Grove-Gaston Section of the Tualatin Valley Highway in Washington County.

The agreement was approved by the Oregon State Highway Commission at its meeting on December 19, 1966.

If you approve the agreement, please sign, date and return one executed copy to this office for the Commission's files. You may retain the other for your records.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

lmr
Enclosures

cc: T. W. Litchfield

FORM E-30 BOM 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

November 29, 1966

SUBJECT: Trust Agreement
Bonneville Power Administration
Forest Grove-Gaston Section
Tualatin Valley Highway
Washington County

To:
Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Herewith you will find ~~triplicate~~ duplicate counterparts of a trust agreement between the State and Bonneville Power Administration which provides for the relocation of one existing two-pole suspension structure, and the necessary related work to accommodate the construction and improvement of this section of the Tualatin Valley Highway.

Our Staff Attorney's letter of February 18, 1965 and the State-Bonneville Power Administration Agreement dated August 29, 1963 indicates that it is the State's obligation to pay the cost of this adjustment which is estimated to be $2,580.

This agreement has been reviewed and approved by our Construction and Legal Divisions and we now submit it to you for approval. Please place this on the agenda for the Commission meeting of December 19, 1966. A rough draft of a letter to the Commission is attached.

F. D. Morgan
Construction Engineer

By T. W. Litchfield

T. W. Litchfield
Utilities Liaison Engineer

PGP:sg:fp

Attach.

RECEIVED
DEC 7 1966
OFFICE OF
STATE HIGHWAY ENGINEER

STATE

FORM E-20 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

January 19, 1967

SUBJECT: Flood Observation December 14, 1966
Forest Grove-Gaston Section
Tualatin Valley Highway
Washington County

To:
Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

During the December 14, 1966 flooding of the Tualatin River, we made a field observation to determine whether or not the gradients on the proposed Forest Grove-Gaston project would be free from inundation by flood waters which would normally affect the existing highway. The observation was made in company with Messrs. Johnson and Nelson of the Division I staff.

The historical record (1960 to date) from the local maintenance files indicates ten inundations on the existing facility at Gales Creek (M.P. 20.0) and eight inundations near Patton Road (M.P. 25.40); from this, high water in the area probably occurs on the average of about twice annually -- no record was kept of the depths of water during any of these conflicts.

We have compared the flood elevations observed with the elevations along the gradient proposed for the Forest Grove-Gaston project and have found that the roadway grades (finish grade) would have varied from three to five feet above this particular flood taking into consideration the waterway openings as proposed. It would then be safe to assume that our roadway would be free from flooding by virtue of the fact that the railroad grade near Patton Road had been inundated only once (one foot of water over its grade) in the history of the area (which goes further back than the "1960-to-date" account cited above) and the proposed highway grade at this point is roughly eight feet higher than the railroad grade which lacked 1-1/2 feet of being topped by this flood.

It might be pointed out that while the limits of the proposed construction (Forest Grove-Gaston) will be free from flooding, the problem at Gales Creek (M.P. 20.0) will still be left unsolved since it lies outside the limits of this project. Future planning through this area will undoubtedly take this problem into consideration.

F. D. Morgan
Construction Engineer

By W. H. Tebeau

W. H. Tebeau
Preliminary Studies Engineer

WHT:fp

RECEIVED
JAN 1 9 1967
OFFICE OF
ENGINEER

RECEIVED
MAR 1 - 1967
FOR FILING

F-240 (3)

6965

Bid Dec. 15

January 13, 1967

Dorman Construction Company
4616 East First Street
Vancouver, Washington 98661

Gentlemen:

The State Highway Commission on December 29, 1966, accepted your proposal for grading, paving, and structures on the Forest Grove-Gaston Section of the Tualatin Valley Highway in Washington County for the sum of $1,421,221.50 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of the Bureau of Public Roads is received.

Approval has been received and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6965. Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion dates for this contract are as follows:

(a) October 15, 1967 (between Station 133 and Station 310)

(b) July 15, 1968 (between Station 133 and Station 310)

Very truly yours,

Floyd Oberg, Secretary
OREGON STATE HIGHWAY COMMISSION

ES
Enclosures
cc: Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore. C. D. Matthis
L. W. Rulien Lowell Johnston Frank Morgan L. H. Young I. D. Merchant

RECEIVED
JAN 16 1967
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FOR FILING
6964

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

NOTED
F. B. KLABUE

January 12, 1967

Washington County Dept. of Planning
27280 SW Tualatin Valley Highway
Hillsboro, Oregon 97123

ATTENTION: Mr. Dale C. Johnson
Director

Re: Conditional Use for SPRR Trailer Site
at Dilley
R/W File 40768
Forest Grove-Gaston Section
Tualatin Valley Highway
Washington County

Gentlemen:

On December 15, 1966, the State opened bids for the construction of the above-captioned section, and the low bidder was Dorman Construction Company. As you know, the Southern Pacific Company presently occupies a maintenance-of-way trailer site at Dilley, which lies between the Southern Pacific tracks and the existing Tualatin Valley Highway. The centerline of the proposed reconstruction of the highway passes through the existing trailer site, and makes it necessary for the State to obtain for the railroad a suitable substitute area for their use.

After considerable study, it has been determined that the only suitable site for the reconstruction of the maintenance-of-way trailer facility lies north of Dilley between Klickitat Avenue and Anderson Road on the easterly side of the railroad tracks. This also requires the construction of an access road from Klickitat Avenue northerly adjacent to the railroad right of way to the new site. The proposed site is intended to replace the function of the existing trailer facility in kind, except that it will be provided with the modern sanitary facilities as required by the Washington County Health Department.

You will find attached the following information, as required in your Zoning Administrative Regulations:

1) Two copies of the Application for Zoning Map Amendment.

2) A print of tax lot map No. 1S 4 12, showing the area to be acquired for the trailer site on which we request conditional use.

3) One print of our plans showing the proposed improvement to this property in detail, as approved by Mr. H.A. Kemp, Supervising Sanitarian, on December 20, 1966.

4) One copy of a letter from the Southern Pacific Co. dated December 7, 1966, explaining the operation and duration of temporary occupancy of this site.

5) One copy of a letter dated December 9, 1966 from the City of Hillsboro verifying that they will supply the new site with water.

6) One copy of the Building Site Report as prepared by the Washington County Health Department.

It is understood that this request is for a conditional use, and also that the required $25 fee has been waived by the County as a courtesy to the State.

Please review this information and, if satisfactory, present it to the Washington County Planning Commission for their consideration at their meeting of February 8, 1967. If additional information is required, please contact the undersigned immediately in Room 215, State Highway Building, Salem, Oregon 97310, Telephone 364-2171, Ext. 1064, so that this may be processed without delay. Your cooperation in this regard is sincerely appreciated.

Very truly yours,

F.D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T.W. Litchfield
Utilities Liaison Engineer

TWL:sg
Attachments

cc: SP - Portland (w/attachments -Items 1,2,4,5 & 6)
SP - San Francisco "
F.B. Klaboe "
L.H. Young "
D.H. Moehring "
L.W. Rulien "
Lowell Johnston "
R.H. Rumbolz "

RECEIVED
JAN 12 19[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

APPLICATION FOR ZONING MAP AMENDMENT

Applicant State of Oregon, By and Through its State Highway Commission Telephone 364-2171, Ext. 1064

Address Room 215 State Highway Building, Salem, Oregon 97310, Attention: T. W. Litchfield

Relation To Property Future purchaser

Signature of Applicant F B Klaboe F. B. Klaboe, Assistant State Highway Engineer

Present Owner John A. Anderson & Laurence Anderson Telephone

Address Rte 1, Box 40 Forest Grove, Oregon Rte 1, Box 91

Signature of Owner John A Anderson Laurence B Anderson

DESCRIPTION OF PROPERTY

Map 1S 4 12 Tax Lot 1900 Deed Bk. 268 Pg. 267

Lot Size 1.28 acres (Acre or Sq. Ft.)

USE

Existing Filbert orchard and cultivated field

Proposed Maintenance-of-way trailer site by Southern Pacific Company.

Anticipated Development Date February, 1967

ZONING

Existing

Proposed

If Known, Previous Action by P.C. or B.C.C. May 12, 1964

UTILITIES

Water City of Hillsboro

Sanitation Septic Tank

(Do Not Fill In This Space)

Code No.	Request
Receipt No.	
Received By	
Date	Case No.
Date of Hearing	

SECTION 12 T1S R4W W.M.

WASHINGTON COUNTY OREGON
SCALE 1" = 400'

10-3

SEE MAP 1S 4 1

SEE MAP 1S 4 11

SEE MAP 1S 4-12DC

SEE MAP 1S 4-13AB

SEE MAP 1S 3 7

ADMINISTRATION

POWER

BONNEVILLE

PROPERTY FOR MAIN
TRAILER SITE AND
SOUTHERN PACIFIC C
Shown Hwy

Date Approved	Signed
1-9-67	J.R. Kle

SECTION 12 T1S R4W W.M.

WASHINGTON COUNTY OREGON
SCALE 1" = 400'

FOREST GROVE-GASTON SECTION
TUALATIN VALLEY HIGHWAY
WASHINGTON COUNTY

SHEET NO.	ROAD	SCALE	DATE	SHEET NO.
1	OREGON	1:400		1

1S 4 12

SEE MAP 1S 4 1

10-3

ADMINISTRATION

POWER

BONNEVILLE

SOUTH LINE ANDREW HARPER D.L.C. NO. 41

SOUTH LINE W.B. CHATFIELD D.L.C. NO. 43

PACIFIC

SOUTHERN

HIGHWAY

Center Line Re-Located Tualatin Valley Highway

40768 sq. ft.

J. A. Anderson to Southern Pacific Co. 269 287

SEE MAP 1S-4-12DC

SEE MAP 1S-4-13AB

SEE MAP 1S 3 7

PROPERTY FOR MAINTENANCE-OF-WAY TRAILER SITE AND ACCESS ROAD FOR SOUTHERN PACIFIC CO.

Shown thus ▬

Date Approved	Signature	Title
1-9-67	J.B. Klobe	Asst. Highway Engineer

1S 4 12

J. W. BARNEY
Engineer and Manager
HERBERT SCHNEIDER
Chairman

CITY OF HILLSBORO
UTILITIES COMMISSION
HILLSBORO, OREGON 97123

JOHN CROCKETT
Commissioner
HAROLD KUMMER
Commissioner

9 December, 1966

Mr. T.W. Litchfield
Utilities Liaison Engineer
State Highway Bldg.
Salem, Oregon

Dear Mr. Litchfield:

Regarding the possibility of water service for the relocated Southern Pacific work trailer camp, this is to advise that the City of Hillsboro will be able to furnish water at the proposed site lying north of Klickitat Avenue and immediately east of the Southern Pacific Tracks.

This may require the installation of some pipeline from our existing mains, and I am not able to advise you of the cost at this time. However, service can and will be made available upon request of the Highway Commission.

Very truly yours,

CITY OF HILLSBORO UTILITIES COMM.

By _____
J.W. BARNEY
Manager

JWB:LV

Routing

Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan

RECEIVED
DEC 13 1966
CONSTRUCTION
DIVISION

Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

Call

No Test hole

BUILDING SITE REPORT

Washington County Health Department

Request taken by: Carole

Date: 12-9-66

T. 3N Sec. 12 T.L. 1900 Lot No. _____ Blk. _____ Subdiv. _____

Street Klickitat Avenue

Owner _____

Report to: W. J. W. Stanfield
State Hwy. Bldg.
Salem, Oregon

Phone _____

Phone 634-1141 ext. 262

Size of Lot or Tract _____ Sq. Ft., Length 450 Ft., Width 105 Ft., Acres _____. Usage: Dwelling _____, Single, _____

Duplex _____, Commercial _____, Type _____, Trailer Park _____, Public School _____, Other 10-Trailers

Type of Water Supply: Private _____, Public ✓, _____ Name of Public Supply

Distance to Nearest Public Sewer System _____, _____ Name

Will a Sanitary Report for financing be requested such as FHA, GI, etc.? _____ Yes; _____ No

Ready for Inspection: 12-12-66

NOTE: This building site approval valid only if construction has commenced within 6 months of the approval date. The _____ area constituting this building site is not to be further developed as a residence site until communtiy sewer service is available. This site is acceptable for septic tank system for up to 10 trailers. Minimum size of deptic tank shall be 1500 gallon and minimum drainfield size of 8-100 foot drainlines. BRING THIS REPORT IN ADDITION TO PLOT PLANS WHEN APPLYING FOR PERMIT.

Date December 13, 1966

By Robert L Brown
Public Health Sanitarian

B-3440

Southern Pacific Company

A. W. KILBORN
SUPERINTENDENT
B. W. BISHOP
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

251 UNION STATION, PORTLAND, OREGON 97209

V. R. RUSSELL
ASSISTANT SUPERINTENDENT
SUNSHUIR, CALIF. 96035

December 7, 1966

IN REPLY PLEASE REFER TO
323-3
O-PD-64-23

Mr. F. D. Morgan
Construction Engineer
Oregon State Highway Department
Salem, Oregon, 97310

Attention: Mr. T. W. Litchfield

Dear Sir:

Referring to previous correspondence relative to construction of Forest Grove-Gaston section of Tualatin Valley Highway in Washington County, more specifically dealing with the relocation of trailer site at Dilley.

Our maintenance forces use trailers rather than rail outfit cars and it is necessary to provide a trailer site for company furnished trailers. These sites usually consist of from 10 to 16 trailers and are used by our roving gangs which specialize in different maintenance work. Trailer site locations must provide sewer, water and electricity.

In connection with the use of the Dilley trailer site, it is anticipated that the length of temporary occupancy would vary from one week to as much as 3 months by one particular gang. It could possibly run for a longer time depending upon the work needed in this particular area.

We have specialized gangs for replacing ties, another gang to do the resurfacing of track and another gang to relay rail. These three particular groups may occupy the site consecutively or there may be periods of time between gangs that the site is not used.

If additional information is needed, please advise.

Yours truly,

A W Kilborn

Routing

Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan

RECEIVED
DEC 1 1966
CONSTRUCTION
DIVISION

Litchfield
Olson

RECEIVED
JAN 8 1967
COMMISSIONERS

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FOR FILING
F-240(3)
6965

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 6, 1967

Mr. C. E. Robertson
621 S. W. Alder Street
Portland, Oregon 97205

Re: Pole Line Permit
Forest Grove-Gaston Section
Tualatin Valley Highway
Washington County
Project No. F-240(3)

Dear Mr. Robertson:

With reference to our letter of November 28, 1966, relating to pole and line relocations, I have been advised that your company has refused to sign permits relating to pole conflicts and power lines crossing our highway.

I understand that these poles and wires were previously located on county road right of way. We have now taken over portions of the county roads where our highway crossed these county roads and these parcels are now part of a state highway. I call your attention to ORS 758.010 (2) and (3) as to our right to impose regulations for poles and lines located on or crossing state highway right of way.

I sincerely hope you will sign the permit without any further controversy. I am sure your legal council will substantiate my contentions.

Very truly yours,

G. E. ROHDE
Chief Counsel

By
JACK L. SOLLIS
Staff Attorney

JLS:ja

cc: F. B. Klaboe
Frank C. McKinney
T. W. Litchfield

NOTED
F. B. KLABOE

RECEIVED
JAN 6 1967
OFFICE OF
STATE HIGHWAY ENGINEER

A+R. #460

RECEIVED
JAN 18 1967
FOR FILING

F-240 (3)
6965

Agenda 4f

December 22, 1966

Board of County Commissioners
Washington County Court
Hillsboro, Oregon

Gentlemen:

We are enclosing for your files a fully executed copy of a throughway abandonment agreement covering the Forest Grove-Gaston Section of the Tualatin Valley Highway in Washington County.

A conformed copy of the agreement has been sent to the City of Gaston, and a fully executed copy has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

lmr
Enclosure

cc: City of Gaston
(Conformed Copy)
H. S. Cox
Attn: D. N. Harwell
(Conformed Copy)

FORM E-123X SOM 7-66
RECEIVED
DEC 21 1966
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. ERIDLEY, MEMBER
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 19, 1966

Washington County Health Department
150 North Third Stre et
Hillsboro, Oregon

ATTENTION: Mr. H. A. Kemp

RE: Proposed Trailer Site for SPRR
at Dilley
Forest Grove-Gaston Section
Tualatin Valley Highway
Washington County

F. B. KLABOE
NOTED

Gentlemen:

On December 15, 1966 the State opened bids for the construction of the above-captioned project and the low bidder was Dorman Construction Company. As you know the Southern Pacific Company presently occupies a maintenance of way trailer site at Dilley which lies between the Southern Pacific tracks and the existing Tualatin Valley Highway. The center line of the proposed reconstruction of the highway passes through the existing trailer site and makes it necessary for the State to obtain for the railroad a suitable substitute area for their use.

After considerable study, it has been determined that the best site for the reconstruction of this maintenance of way trailer facility lies northerly of Dilley between Klickitat Avenue and Anderson Road on the easterly side of the railroad tracks. This also requires the construction of an access road from Klickitat Avenue northerly adjacent to the railroad right of way to the new site. The proposed site is intended to replace the function of the existing trailer facility in kind except that it will be provided with the modern sanitary facilities as required by your regulations.

You will find attached three copies of each of the following information as required in your "Instructions for Preparation of Park Plans for Mobile Homes."

1. Detail drawing of the trailer site.

2. Oregon State Parks Department Drawing No. P-2005 showing standard septic tank and disposal trench.

3. Oregon State Highway Department Drawing No. 2085 showing barbed and woven wire fences.

4. Southern Pacific Company drawing no. C.S. 1741 for pipe line crossings under tracks carrying non-flammable substances.

5. A portion of Washington County Tax Map No. 1S 4 12 showing the location of the new trailer site.

6. Building Site Report prepared by your office and signed by Mr. Robert L. Brown.

This material is being submitted to you for your review and approval. Please return one set of drawings with your approval and comments indicated thereon. If additional information is required, please contact the undersigned in Room 215 State Highway Building, Salem 97310, telephone 364-2171, Extension 1064 so that this may be processed without delay.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:fp

Enc.

cc Southern Pacific Co. - San Francisco
Southern Pacific Co. - Portland

bc F. B. Klaboe
L. H. Young
D. H. Moehring
L. W. Rulien
Lowell Johnston
R. H. Rumbolz

RECEIVED
DEC 23 1966
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

AIR MAIL - SPECIAL DELIVERY

December 19, 1966

Southern Pacific Company
65 Market Street
San Francisco, California 94105

ATTENTION: Mr. J. A. Holmes

Gentlemen:

RE: Negotiation for Property Exchange
R/W File Nos. 36856, 40610 and 40768
Forest Grove-Gaston Section
Tualatin Valley Highway
Washington County
YOUR FILE: 911/323
SXF - 373

Please refer to my letter of November 22, 1966 with which I submitted to you, along with other information, a portion of our right of way map No. 8B-30-7 showing the old and proposed new trailer sites at Dilley. We have investigated the site proposed in that letter, which is adjacent to Anderson Road, and found that it is subject to annual flooding and, therefore, unsatisfactory. We also investigated the possible development of your property adjacent to the Carnation Mill near Forest Grove, and found that it would have been necessary to have a portion of this property annexed to the city of Forest Grove so that the sewer for the trailers could have been connected into the City of Forest Grove sewer system. This also would have required the installation of a pump, since the elevation of the sewer precluded the construction of a satisfactory gravity system. This also was unacceptable to you and your Portland office proposed a site bounded by your West Side Branch, Forest Grove Loop, Carnation Road and Gales Creek, our proposed Forest Grove Section, but this, too, proved to be subject to flooding, so it was likewise rejected.

Therefore, we have decided the only acceptable location for the trailer site is that lying immediately east of your existing right of way between Anderson Road and Klickitat Avenue north of Dilley. This site was chosen because the natural slope of the ground was adequate for construction of a drain field. The area adjacent to and north of Klickitat Avenue is too flat.

You have indicated that you want no more land than is required to contain your trailer park facilities. Attached you will find two prints of each of the following:

1. Portion of right of way map No. 8B-30-7.
2. Description of property for File No. 40768 dated December 13, 1966.
3. Detail drawing of trailer site.
4. Oregon State Parks Department Drawing No. P-2005 showing standard septic tank and disposal trench.
5. Oregon State Highway Department drawing No. 2085 showing barbed and woven wire fences.
6. Southern Pacific Company Drawing No. C.S. 1741 for pipe line crossings under tracks carrying non-flammable substances.

Rather than present you with our reasoning for the offer contained in my letter of November 22, as you request in your letter of December 9, we will consider that offer withdrawn. Instead, please consider the following:

We will exchange the property contained in File 40768, improved to modern-day standards, for Parcel No. 1 of File 36856. In addition, we are in a position to offer the Southern Pacific Company the sum of $800 for the remaining 11 parcels included in File 36856.

The plans for this trailer site (two prints of which are attached) are now being reviewed by the Washington County Health Department, and will be considered by the Washington County Planning Commission on February 8, 1967. Mr. Dale C. Johnson, Director of the Washington County Department of Planning, has advised me that he does not anticipate any difficulty in obtaining the approval of his Commissioners.

Please review the proposed site for adequacy of size and location, and advise me of your approval by telephone (503-364-2171, Ext. 1064) so that we may proceed immediately with the acquisition of the property. Please review the detail plans and return to us one print with your comments and approval indicated thereon.

I think you now have all the information required so that you may make a comprehensive presentation to your management. We will very much appreciate the receipt of a permit of entry from you prior to January 16, 1967.

Bids were opened for this project on December 15, 1966 and Dorman Construction Company, 2818 East 1st Street, Vancouver, Washington 98861, was the low bidder. Award of this contract will be withheld until your permit of entry is received.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

Enc.
cc Southern Pacific Co. - Portland
bc F.B. Klaboe - w/trailer plan
I. D. Merchant
L. W. Rulien - w/site plan
R. H. Rumbolz " "
D. H. Moehring - you may consider File 40610 cancelled.

S-3705-B

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO, CALIFORNIA 94105

December 9, 1966

H. M. WILLIAMSON
CHIEF ENGINEER—SYSTEM
R. C. NISSEN
ASSISTANT CHIEF ENGINEER
G. J. LYON
ASSISTANT TO CHIEF ENGINEER
J. A. HOLMES
ASSISTANT TO CHIEF ENGINEER

W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES—SYSTEM
A. D. DeMOSS
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
H. F. DULLY
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

Routing: Morgan, Decker, Bond, Barbee, Walker, Clann, Swan, Scott, Wills, Aprelock, Litchf., Olson

RECEIVED
DEC 12 1966
CONSTRUCTION
DIVISION

IN REPLY PLEASE REFER TO
911/323
O-PD-64-23

Mr. F. D. Morgan (2)
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Utilities Liason Engineer

Dear Sir:

Reference is made to your letter November 22, R/W File Nos. 36856 and 40610, relating to negotiations for property exchange incident to reconstruction of the Forest Grove-Gaston Section of the Tualatin Valley Highway in Washington County.

The revised easement area for the highway structure proposed to span our Seghers spur (Scoggins Creek Bridge) is now satisfactory.

It is noted that you propose to acquire in fee certain parcels of Railroad property which you identify as Parcels 1, 2, and 3. These parcels respectively involve 3.4, 1.8 and 1.95 acres for a total of 7.15 acres. We recognize the fact Parcel 3 includes about 1.1 acre underlying the existing Highway and Dudney Avenue. In addition, there are nine other parcels of our property over which an easement must be obtained, and which involves a total of 1.37 acre.

You contemplate acquiring all Railroad property by even exchange for a 2 acre site yet to be acquired for purpose of reinstalling our trailer facilities which, because of highway construction, must be removed from their present site at Dilley. We would be pleased to be informed on what you based your assumption that an even exchange was fair and equitable. This especially so in view of information received today that the actual replacement trailer site has in fact not yet been fully decided upon nor is its area known.

We believe you are familiar with the requirements of our Management in the dissemination of information relating to an entire project, rather than to portions thereof on a piecemeal basis. Before formal consideration may be given this project we must assemble the bits and pieces covering all phases and present it in a comprehensive form.

Mr. F. D. Morgan December 9, 1966

Inasmuch as we have before us insufficient information with which to generate a favorable recommendation to our Management we feel it is not possible to meet your December 15 date with a right of entry.

Yours very truly,

H. M. WILLIAMSON
Per R. C. N.

RECEIVED
DEC 9 - 1966
FOR FILING

F-240(3)
6965

December 9, 1966

Oregon State Highway Commission

Gentlemen:

An agreement will be presented for your consideration at the December 19 meeting between the Oregon State Highway Commission and the Bonneville Power Administration covering the relocation of its facilities which conflict with our construction on the Forest Grove-Gaston Section of the Tualatin Valley Highway in Washington County.

This agreement provides for the relocation of one two-pole Bonneville Power Administration structure and related work necessitated by the construction of this project. The estimated cost to the State for this work is $2,580.

We recommend your approval of this agreement.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
Attn. T. W. Litchfield
L. H. Young
C. H. Maison
L. W. Rulien

FGP:sg:fp bg

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DEC 21 1966
FOR FILING

F-240(3)

6965

Agenda H

December 5, 1966

MISC. CONTRACTS and
AGREEMENTS No. 3210

City of Gaston
City Hall
Gaston, Oregon

Gentlemen:

We are enclosing for your files a fully executed copy of a construction agreement covering the Forest Grove-Gaston Section of the Tualatin Valley Highway in Washington County.

A conformed copy of this agreement has been sent to Washington County, and a fully executed copy has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

lmr
Enclosure

cc: Mr. H. S. Cox
Attn: Mr. D. N. Harwell
(Conformed Copy)
Washington County

RECEIVED
DEC 1 - 1966
FOR FILING
F-240 (3)
6965

November 30, 1966

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the December 19 meeting will be a three-way-abandonment agreement with the Washington County Board of Commissioners for the Forest Grove-Gaston Section of the Tualatin Valley Highway (ORE47), between the north city limits of Gaston (Tualatin River) and the Ammerman Road connection southerly of Forest Grove in Washington County.

This agreement provides for construction and maintenance of the project by the State, within the right-of-way limits of the project, and covers right-of-way acquisition, grading, base, paving, and structures.

Further provisions are made for utility relocation, road closures, and abandonment to Washington County of the existing alignment lying westerly of the pending project. Upon project completion, the County will assume all of the State's right, title, and interest in the existing alignment and will maintain it at the County's sole expense.

The project is tentatively scheduled for the December 15 letting and is estimated to cost approximately $1,742,000, with the cost of the project inclusive of that portion lying within the city of Gaston. There is a companion agreement with the City of Gaston which received your approval at the November meeting.

We recommend your approval and request authority for the Secretary to sign the agreement for and on behalf of the Commission.

cc: Floyd Query
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
I. D. Marchant
L. H. Young
D. H. Moehring
H. S. Cox
C. H. Maison
L. W. Rulien

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

DMF:mm bg

FORM L-239X 50M 4-62
RECEIVED
NOV 23 1966
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FILING
240(3)

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 22, 1966

Southern Pacific Company
65 Market Street
San Francisco, California 94105

ATTENTION: Mr. J.A. Holmes

Re: Negotiation for Property Exchange
R/W File Nos. 36856 and 40610
Forest Grove-Gaston Section
Tualatin Valley Highway
Washington County
YOUR FILE: 911/323
SXF-373

Gentlemen:

This is in reply to your two letters of November 7, 1966 concerning the relocation of your maintenance-of-way trailer site at Dilley, and the revision of width of easement for the structure over your tracks at Seghers.

Herewith you will find two prints of each of the following:

1) Preliminary plans dated November 18, 1966.
2) A portion of our right of way map No. 8B-30-7, showing both the old and new trailer sites at Dilley.
3) Encroachment map No. 8B-32-3 revised November, 1966.
4) Description of right of way and easements for File No. 36856, dated November 14, 1966.
5) Description of property to be acquired for new trailer site, File No. 40610, dated November 15, 1966.

Parcel No. 8 of File 36856 has been revised as you requested to include an area wide enough for our highway structure only, and contains 0.12 acre.

Parcel No. 1 of File 36856 is the portion of land now occupied by the existing site at Dilley. It contains 3.4 acres, 1.4 of which are occupied by the existing Tualatin Valley Highway and Dudney Avenue. The site we are proposing to acquire is equivalent in acreage to all of the property you now own at your existing trailer site, which is not occupied by existing roadway right of way. This occupies 2.0 acres and will be improved to modern-day standards in conformance with the requirements of the Washington County Health Department. We propose to convey the property contained in File 40610 to the Southern Pacific Company,

improved to present day requirements, in exchange for the 12 parcels included in File 36856.

The trailer site improvement is now being reviewed by the Washington County Health Department, and we will make whatever revisions they require in our final plan. It is proposed that the grading and surfacing of the trailer site will be handled as a contract bid item in our construction project. The installation of pipes, septic tank, drain fields, etc., will be handled as extra work with our contractor. The existing trailer site may be out of service for a short time until the new site is completely finished. We will endeavor to keep this interruption to a minimum.

The arrangement of the trailer stalls have been altered from that shown on the enclosed plan. We found it necessary to move the line of stalls to the north end of the site to lie opposite the drain field. This was required to reduce the length of 6-inch sewer pipe so that the specified 36-inch maximum depth of the drainfield could be met along with the minimum slope (1/4" per foot) of the 6-inch pipe.

These plans are being submitted to you for your review and approval of all features except the trailer site improvements. We intend to open bids for this project on December 15, 1966; and, therefore, would appreciate being granted a permit of entry so that our contract may proceed without delay. Your cooperation in this regard will be appreciated.

Very truly yours,

F.D. Morgan
Construction Engineer

ORIGINAL SIGNED BY
By T. W. LITCHFIELD

T.W. Litchfield
Utilities Liaison Engineer

TWL:sg
Attachments

cc: Southern Pacific - Portland
F.B. Klaboe (w/portion of 8B-30-7)
I.D. Merchant "
D.H. Moehring "
L.W. Rulien "
R.H. Rumbolz "

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DEC 2 1966
STATE HIGHWAY ENGR.

RECEIVED
NOV 16 1966
SP°23401-734

FOR FILING
E-240(3)
6965

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 14, 1966

To: Mr. R. L. Porter
Deputy State Highway Engineer

SUBJECT: Pux 615 - Scoggin Cr. Bridge O-Xing
Southern Pacific Company
Washington County

B u i l d i n g

NOTED
R. L PORTER

Herewith I hand you a copy of Order No. 43107, issued by the Public Utility Commissioner, under date of November 7, 1966, relative to the above-titled matter.

Jack L. Sollis
JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:ja
Encl.

cc: F. B. Klaboe (1)
Ivan Merchant (1)
F. D. Morgan (2)
E. S. Hunter(2)
L. W. Rulien (2)
R. N. Chase (3)
F. B. Crandall (1)
T. W. Litchfield (1)

RECEIVED
NOV 15 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Order #43107

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 373

In the matter of the Application of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct an overcrossing over the tracks and right of way of the Southern Pacific Company, known as the SCROGGIN CREEK BRIDGE OVERCROSSING project, in the Southwest Quarter of the Northwest Quarter (SW¼NE¼) of Section 26, Township 1 South, Range 4 West, Willamette Meridian, Washington County, Oregon.	ORDER

On September 19, 1966, Oregon State Highway Commission, acting for the State of Oregon, applied to the Commissioner, under the provisions of ORS 366.205, 763.040 and 763.050, for authority to construct a railroad-highway overcrossing at the location set forth in the above title. The overcrossing construction will be part of a highway project in which Applicant proposes to relocate a portion of the Tualatin Valley Highway.

Applicant alleges that the proper service, safety and convenience of the traveling public require the above described relocation and that construction of an overcrossing structure over the right of way and spur line track of the Southern Pacific Company is a necessary part of said highway relocation. Allowance is also made on the northerly side of said track for future construction of a maintenance road by Southern Pacific Company.

Applicant states that the persons or parties affected by the proposed overcrossing are the Southern Pacific Company, hereinafter called "railroad", and Washington County, Oregon.

Applicant also represents that upon completion, the estimated annual average daily traffic on the relocated Tualatin Valley Highway will be 2,000 vehicles with an anticipated increase to 3,800 vehicles per day in 20 years; that at the site of the proposed overcrossing there are two train movements daily by the Southern Pacific Company, and that because of the terrain in the area an overcrossing structure is the only practical means for crossing the railroad track.

Attached to the Application and made a part thereof are Oregon State Highway Department drawings numbers 22524 and 21077. Said drawings set forth the physical details and dimensions concerning the proposed structure and its immediate vicinity.

Copies of the Application and the attached drawings made a part thereof were forwarded to the Superintendent and Attorneys for Southern Pacific Company and to the County Court of Washington County, Oregon. Both Southern Pacific Company and the Board of Commissioners for Washington County advised the Commissioner that they have no objections to the construction of overcrossing as proposed or to the granting of the Application in accordance with the terms and conditions as set forth therein.

Due consideration has been given to all representations set forth in the Application and to the record herein. No issues within the purview of ORS 763.080 which would require a public hearing herein are raised by any railroad company or public body and the delay and expense which would be incurred by the holding of public hearing on this matter appear unjustified. Such public hearing will, therefore, not be held.

Based upon the Application, the record herein and field investigation by the Commissioner's staff it is found that:

The Applicant herein is a "Public Authority", Southern Pacific Company is a "Railroad" and the intersecting road is a "Highway" all as defined in ORS 763.010.

In connection with the relocation of the Tualatin Valley Highway, the State Highway Commission proposes to construct an overcrossing structure over the right of way

and tracks of the Southern Pacific Company as shown on the aforementioned drawings attached to the Application. The proposed site of such overcrossing is located in Washington County, Oregon.

Upon completion the annual average daily traffic on the relocated section of the Tualatin Valley Highway will be approximately 2,000 vehicles with an anticipated increase to 3,800 vehicles per day within 20 years thereafter. At the site of the proposed overcrossing there are two train movements daily, both conducted by the Southern Pacific Company.

Specifications and representations submitted by Applicant herein provide that the proposed structure will be 307 feet between centerlines of the end bents; that the roadway width between curbs will be 44 feet, with no provision for sidewalks; that said structure will be on a 1,400 foot vertical curve with ascending grades to the South of 2.050% and 3.274% to the North; that the centerline of the proposed structure will intersect the railroad track centerline at Highway Engineer's Centerline Station 237+05.65 P.O.T. equals Railroad Station 6+61.3, with an angle of intersection of 82°45'52" in the Northwest Quadrant; that there will be four spans of 61 feet 9 inches, 81 feet 10 inches, 81 feet 10 inches and 81 feet 7 inches, respectively, and that the vertical and horizontal distances will exceed the minimum standards required by the Commissioner's Rules at all times during construction and after completion of the proposed structure.

The proposed overcrossing which will constitute a new crossing of an existing railroad will not eliminate any existing grade crossing and will, therefore, produce no benefit to the railroad. Applicant, in recognition thereof, seeks no participation by the railroad in the cost of said structure.

Applicant more particularly proposes that all construction and maintenance of the project be handled and the costs thereof be borne as follows:

TO BE DONE BY STATE:

(a) Prepare plans and specifications, award contracts for and supervise the construction of the proposed overcrossing structure, including county road approaches thereto.

(b) Finance the construction of said project including reimbursement to the railroad for its costs incurred in connection therewith.

(c) Maintain the structure and all highway appurtenances thereto upon completion of the project.

TO BE DONE BY RAILROAD:

(a) Subject to reimbursement by Applicant:

1. Furnish such engineering, inspection, watchmen and flagmen services as may be necessary to protect railroad operations during the period of the construction of the project.

2. If necessary, remove the existing signal and communication lines, protect the same during the construction period and replace in final location upon completion of construction.

(b) At its own cost and expense, maintain the railroad tracks with their appurtenances and facilities.

The proposed overcrossing of the railroad tracks which is incidental to the highway to be relocated is for the accommodation of the public. No objections by any party hereto are made to the location of said railroad crossing, to the proposed manner of its construction, or to Applicant's proposals for the allocation of work to be done and the apportioning of costs to be borne in connection with construction and maintenance of the crossing. Such proposals are just and reasonable and are hereby approved.

The crossing of railroad and highway at separate grades as proposed by Applicant herein will promote the public safety and convenience.

From the foregoing it is concludes that construction of the proposed overcrossing and granting of the Application herein is in the public interest. It is therefore

ORDERED that the Application of the State of Oregon, by and through its State Highway Commission, for authority to construct an overcrossing over the tracks and right of way of the Southern Pacific Company, known as the Scroggin Creek Bridge Overcrossing project, located in the Southwest Quarter of the Northwest Quarter of Section 26, Township 1 South, Range 4 West, Willamette Meridian, Washington County, Oregon, be and the same is hereby granted under the following terms and conditions:

1. The construction shall be done in a good and workmanlike manner and in accordance with accepted engineering practices. The construction shall be performed in conformance with the details as shown on the drawings submitted with the Application and above identified;

2. All construction and maintenance work and costs occasioned by the project shall be done, apportioned and borne in accordance with the findings of the Commissioner as hereinabove made and approved; and it is further

ORDERED that the designation F-754.73-AC be assigned to the crossing as a means of its identification in the Commissioner's Catalog of Railroad Crossings in Oregon.

Made, entered and effective this 7th day of Nov., 1966.

Joel H. Hill
Public Utility Commissioner

(SEAL)

RECEIVED
NOV 15 1966

F 240 31

November 14 1966

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the November 22 Commission meeting will be a construction agreement with the City of Gaston for the Forest Grove-Gaston Section of the Tualatin Valley Highway (ORE47) in Washington County.

This agreement provides for the construction and maintenance of the project by the State and includes right-of-way acquisition, grading, base, paving, and structure work.

Further provisions are made for utility relocation, grade revisions, encroachments, parking restrictions, et cetera.

The project was approved on Program X and is tentatively scheduled for the December 14 letting. It is 4.6 miles in length and is estimated to cost approximately $1,925,000. There will be a companion agreement with Washington County which is pending its execution.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
I. D. Merchant
D. H. Moehring
H. S. Cox
L. H. Young
C. H. Maison
L. W. Rulien

DNH:nr bg fn

RECEIVED
OCT 31 1966

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. STRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-240(3)

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 28, 1966

Southern Pacific Railway Company
324 Union Station
Portland, Oregon

ATTENTION: Mr. E.A. Kendrew

Re: Private Grade Crossing
R/W File No. 36878 - Bryant
Forest Grove-Gaston Section
Tualatin Valley Highway
Washington County
YOUR FILE: 323 - 3
O-PD-64-23 and L.-Misc.

Gentlemen:

This is in reply to your letter of October 13, 1966 in which you ask for information concerning the private road crossing serving Mr. Richard W. Ellis near Gaston. If you will refer to our right of way map No. 8B-30-8, a copy of which was submitted to you on November 12, 1964, you will notice this property is owned by Eric and Verda Bryant, and recorded on Book 264, Page 447 of the Washington County deed records.

Our negotiations with the Bryants are on the premise that the crossing of the railroad will remain in its existing location, which is opposite our Highway Station 264+00. This is further shown on Sheet 9 of the preliminary plans, 2 copies of which are attached hereto.

Therefore, it appears that it will not be necessary for Mr. Ellis, who is purchasing the property from the Bryants on contract, to execute the agreement which was submitted to him on February 2, 1966. It will be necessary to rehabilitate the existing crossing which serves this property.

Very truly yours,

F.D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T.W. Litchfield
Utilities Liaison Engineer

NOTED
F.B. KLABOE

TWL:sg

cc: Southern Pacific Co.
San Francisco -w/attachments
F.B. Klaboe - w/copy of Southern Pacific's letter
D.H. Moehring "
L.W. Rulien "
R.H. Rumbolz "

RECEIVED
OCT 31 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Southern Pacific Company

A. W. KILBORN
SUPERINTENDENT
B. W. BISHOP
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

251 UNION STATION, PORTLAND, OREGON 97209

V. R. RUSSELL
ASSISTANT SUPERINTENDENT
DUNSMUIR, CALIF.

October 13, 1966

IN REPLY PLEASE REFER TO
L-Misc.

Mr. F. D. Morgan
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Utilities Liaison Engineer

Dear Sir:

Referring to previous correspondence regarding relocation of Tualatin Valley Highway between Forest Grove and Gaston.

As discussed with Mr. Kendrew of our Engineering Department, you were to advise the action taken by the State in connection with the relocation of private road crossing serving Mr. Richard W. Ellis near Gaston.

Please advise if the State is going to relocate this crossing and if so, prevail upon Mr. Ellis to execute the agreement which was submitted to him on February 2, 1966. Otherwise, it will be necessary to rehabilitate the existing crossing for Mr. Ellis.

Yours truly,

A W Kilborn

COPY TO MOEHRING
FOR INVESTIGATION
10-18-66
E

Routing
Morgan
Docker
Bond
Barbee
Walker
Glenn
Swan
Litchfield

RECEIVED
OCT 13 1966
CONSTRUCTION
DIVISION

RECEIVED
OCT 17 1966
OREGON
STATE HIGHWAY COMMISSION

Commissioners
J. Pat Metke, Bend
Chairman
Wayne E. Phillips, Baker
Vice-Chairman
John P. Amacher, Winchester
Tallant Greenough, Coquille
Joseph W. Smith, Klamath Falls

RECEIVED
OCT 17 1966
F 240
W.S.

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S W. ALDER STREET
PORTLAND

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

October 14, 1966

Routing

Morgan	Pearson
Decker	Morelock
Bond	Trout
Barboo	Scott
Walker	Wills
Olson	Litchfield
Swan	Olson

RECEIVED
OCT 17 1966
CONSTRUCTION
DIVISION

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention Mr. F. D. Morgan

Dear Sir:

We are replying to your letter of October 6, 1966 which referred to the plans for the following projects:

10-17-66 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (5)
T. C. Roake
J. E. Morelock
L.W. Rulien (4)
L. R. Chandler (2)
J. F. Putnam (2)
A. F. Parson (2)
fp

1. Belt Line Road Interchange (widen railroad structure)Section, Pacific Highway, Lane County.

2. Second Street Interchange (Hood River) Section, Columbia River Highway, Hood River County.

3. Irrigon Junction-Stanfield Junction Section, Old Oregon Trail Highway, Umatilla and Morrow Counties.

4. Forest Grove-Gaston Section, Tualatin Valley Highway, Washington County.

5. Forest Grove Section, Tualatin Valley Highway, Washington County.

The only projects in which we have an interest are the two on Tualatin Valley Highway. Passage must be provided for fish at the crossings of Scoggins and Gales Creeks. These two streams are important for both resident and anadromous fish.

Thank you for the opportunity of reviewing the plans for these projects.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

ROK:ag
cc: Director OFC

RECEIVED
OCT 17 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 14 1966
COMMISSIONERS
HERMAN P. MEIERBURGEN, CHAIRMAN, BEAVERTON
EDW. G. HUFFSCHMIDT, PORTLAND
LEONARD [illegible]
FILE/FILING
F 24 (3)

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG., 1400 S. W. 5TH AVENUE
PORTLAND 97201

October 11, 1966

Routing

Morgan
Docker
Bond
Barboo
Walker
Glenn
Swan

RECEIVED
OCT 12 1966
CONSTRUCTION
DIVISION

Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

Mr. Forrest Cooper
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Attention Mr. F. D. Morgan

Dear Mr. Cooper:

The plan title sheets of the following listed highway projects submitted to us by your letter dated October 6, 1966 have been examined:

Irrigon Junction-Stanfield Junction Section, Old Oregon Trail Highway, Umatilla and Morrow Counties.

Forest Grove-Gaston Section, Tualatin Valley Highway, Washington County.

Forest Grove Section, Tualatin Valley Highway, Washington County.

Fish passage must be provided on Gales Creek, Scoggins Creek, Tualatin River, and Umatilla River highway crossings. We anticipate no fishery problems and the projects are approved.

Sincerely,

Burton E. Carnegie

BURTON E. CARNEGIE
HYDRAULICS ENGINEER

cc: Oregon State Game Commission

10-12-66 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (3)
T. C. Roake
J. E. Morelock
L. W. Rulien (4)
A. F. Parson (2)
fp

Mr. Klaboe

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OCT 10 1966
FORM E-30X—50M—2-66 SP*23500-734

FOR FILING
F-2110 (3)
Coll-5

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OCT 7

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 6, 1966

To: Mr. L. H. Young
Office Engineer

OFFICE ENGINEERING

SUBJECT: Right of Way Status
FA Project
Forest Grove-Gaston Section
Tualatin Valley Highway
Washington County

I have been requested to write a status report on the above section presently scheduled for December 15th bid opening.

All right of way has either been optioned or is under condemnation with the following exceptions: Files 36830-Schatzman, 36831-Warren. These are presently being negotiated and can be cleared by either negotiation or condemnation for a November 18th bid opening. File 36887-Fleischauer will have an improvement that it will be necessary to have removed by the contractor if this project is advanced to November 18th. Mr. W. H. Haskin has written you previously on this file.

Files 36856 and 38351, both Southern Pacific Company, are being negotiated by T. W. Litchfield. It is my understanding that it may be necessary for the State to purchase substitute property for a trailer site owned by the Southern Pacific Company in Dilley. We have not received descriptions for this substitute property and our acquisition will depend on receipt of these descriptions and the necessity for condemnation.

Relocation has been offered on all files where necessary.

G. E. ROHDE
Chief Counsel

NOTED
F. B. KLABOE

John R. Oakes
Assistant Right of Way Engineer

RECEIVED
OCT 7 1966
OFFICE OF
STATE HIGHWAY ENGINEER

JRO/ce
cc F. B. Klaboe ✓
G. E. Rohde
C. H. Maison
M. R. Mitchell

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL - AID PR

(PPM 21-

CARD 2	REPORT NUMBER (18)–(20)	PROJECT LOCATION *(45 typewriter spaces)* 21–65		ADT	PRESENT	FUTURE (66)–(70)	YEAR (71)–(7
	1	SR 47 Yamhill Co. Line N 4.64 mi.			2,400	4,500	86
CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28–62		NATL. FOREST (63)–(65)	FH ROUTE NO. (66)–(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)–(73)	PL. AUTH (74)–(7
	Gr., Dr., H.T. Pave., 4 Br.								
CARD 4	CLASS OF FEDERAL FUNDS						COUNTY NAME		
	Primary						Washin		
	NAME OF URBAN AREA 17-31						ROUTE NO. P	FEDERAL-AID 32	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT COS TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(18)	41	42	43–46	53		(54)–(58)	(59)–(66)	(67)–(76)
5					**PE**		SR 47 Yamhill Co. Line N. 4.64 mi. (Forest Grove–Gaston Section)			
5					**ROW**					
5					**CONST** (CODE)			4.64	1,500,000	920,000
CARD 1	CODE 1	PREPARED BY					PROJECT TOTALS	4.64	1,500,000	920,000
1	14	PROGRAM APPROVAL DATES							(16)–(23)	(24)–(33)

P.E

Pro

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
	ADT	2,400	4,500	86	08	Oregon	35	012	462

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only: POST MI.	DESIG.
					F	240 (3)			

COUNTY NAME: Washington — CODE: 067

ROUTE NO.: P — FEDERAL-AID: 32 — STATE: 29 — U.S.:

PROGRAM STAGE: [ ] 1 OR [X] 2

MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
					Grade, drain, 2 - 12' lanes H.T. pavement with 10' shoulders. 4 bridges (423')
					ROW - 80' min.; Access Control - partial; Parking Restrictions - none. Utilities: adj. req. incl. prep. work
4.64	1,500,000	920,000	570,000		
4.64	1,500,000	920,000	570,000		

REMARKS

Additional Data: Item 388, Project F-204(2) P.E. (withdrawn 12/22/64).

Project includes RR Protective Service.

USCOMM DUSCOMM-DC 48905-P61

FOREST GROVE-GASTON SECTION
PROJECT NO. F-240(3)

Existing Facility

Roadway: The existing facility, constructed in 1930 is two 10' lanes asphaltic concrete with 2' shoulders. Alignment is very substandard with numerous sharp curves and inadequate sight distances.

Structures: Scroggins Slough - 30' conc. HC 25', Scroggins Creek - 75' conc. HC 19'5", Gaston Slough - 56' Timber HC 24'4", Tualatin R. Overflow - 60' conc. slab HC 24', Tualatin River - 115' Conc. HC 19'4".

Adjacent Sections

North and South Ends: 20' bit. conc. pavement with 2' to 6' shoulders.

Project Data

Grade and drain, 2 - 12' lanes high type pavement with 10' shoulders and 4 concrete bridges.

Railroad Crossing Data

Name of RR	Southern Pacific Co.
No. of Tracks	1 (Spur)
No. of Trains	1
High Speeds	None
Present Protection	Two X-bucks with adv. warning signs
Proposed Protection	Grade Separation (Future)
RR Benefits	Maximum

System Action, Airports, Water Development - None involved.

Public Hearing - Offered April 1964 - No hearing requested (reference our letter August 6, 1964)

2-1120 Wren (SPRR) O'Xing Sec., 1967
Corvallis-Newport Hwy.
#6966 (Widening)

RR-42

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NOV 22 1967
FOR FILING

2-1120
6966

November 22, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed October 27, 1967, on Contract No. 6966. The contract was with Ross Brothers Construction, Inc., and was for the structure widening on the Wren (Southern Pacific Railroad) Overcrossing Section of the Corvallis-Newport Highway in Benton County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective November 22, 1967, and that you concur in this procedure at the Commission meeting on December 12.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
F. D. Klaboe
Victor D. Wolfe
C. H. Maison
Ivan Merchant
L. H. Young
R. D. Asburry

fn

RECEIVED
NOV 27 1967

2-1120
6966

November 22, 1967

Glens Falls Insurance Company
P. O. Box 14040
Portland, Oregon 97214

Gentlemen:

Contract No. 6966 awarded to Ross Bros. Construction, Inc., for widening the Tron (S.P.R.R.) Overcrossing on the Corvallis-Newport Highway in Benton County was completed on October 27, 1967, and accepted by the Highway Commission on November 22, 1967.

Final payment in the amount of $3,184.98 will be released to the contractor after November 30, 1967. The total contract amount is $105,808.21 including $17.49 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Ross Bros. Construction, Inc.
359 Apple Blossom Avenue
Salem, Oregon 97303

Bourland Insurance Agency
1980 Fairgrounds Road, N.E.
Salem, Oregon
L. H. Young
C. H. Malson
Attn: John Herr

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NOV 1 - 1967
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

2-1120
6466

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 30, 1967

Western Union Telegraph Company
125 - 12th Street
Oakland, California

ATTENTION: Mr. R. R. Hougberg

Re: Telegraph Line Adjustment
Wren (SPRR) Overcrossing Section
Corvallis-Newport Highway
Benton County
YOUR FILE: 5597-67

Gentlemen:

Reference is made to our letter of February 6, 1967, in which we authorized you to proceed with the relocation of your facilities.

The work has now been completed that necessitated the temporary buried relocation of your facilities. You are hereby authorized to proceed with the permanent phase of your telegraph line relocation.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

NOTED
F. B. KLABOE

JMC:ss

cc: F. B. Klaboe
C. H. Maison
I. D. Merchant
R. D. Asburry
J. L. Davis
F. W. Sugnet

FORM [illegible] 8OM 7-66

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

RECEIVED
FEB 8 1967

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 6, 1967

Western Union Telegraph Company
125 - 12th Street
Oakland, California

ATTENTION: Mr. F.L. Sulloway

Re: Pole Line Adjustment
Wren SPRR Overcrossing Section
Corvallis-Newport Highway
Benton County
YOUR FILE: 5597-67

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of February 1, 1967, have been approved by the State. You are hereby authorized to proceed with the work as of February 6, 1967.

Prior to beginning work, you are requested to contact Mr. Jack L. Davis, Resident Bridge Engineer, 3700 Philomath Highway, Corvallis 97330, Phone - 753-4193, at least three days prior to beginning work so that your work may be coordinated with that of the State's contractor.

Reimbursement for the work performed on or subsequent to February 6, 1967 will be made subject to the provisions of PPM 30-3 dated October 15, 1966 upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in the bill.

Very truly yours,

F.D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T.W. Litchfield
Utilities Liaison Engineer

JMC:sg

cc: F.B. Klaboe
L.H. Young (2)
C.H. Maison
R.D. Asburry
F.W. Sugnet

2-1120 C

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Wren (S.P.R.R.) Overcrossing		WEEK ENDING: August 25, 1967
		SECTION PREFIX: 2-1120
HIGHWAY: Corvallis - Newport		COUNTY: Benton
NAME OF JOB: Wren (S.P.R.R.) Overcrossing	KIND OF WORK: Structure Widening	
CONTRACTOR: Ross Brothers Const. Company	CONTRACT NUMBER: 6966	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: February 8, 1967	DATE WORK STARTED: 3-21-67	ESTIMATED COMPLETION DATE: October, 1967
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 240	CALENDAR DAYS USED 187
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 78%
PROJECT AUTHORIZATION: $ 164,205.00	ENGINEERING AUTHORIZATION $ 11,676.80	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 78%
EXCLUSIVE OF ENGINEERING: $ 152,528.20	ENGINEERING COST TO DATE $ 14,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 76%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 149,601.54		DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT [redacted] UNDERRUN 2 %	PERCENT OF AUTHORIZATION 119 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	1205A							
PERCENT	78%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				Weather fair all week - no delays.
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing
Docker
Bond
Barbee
Walker
Glenn
Swan
Pearl
Merrick
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
AUG 1967
CONSTRUCTION
DIVISION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	No activity.
MONDAY	Stripping forms under deck left side, cutting old deck right side.
TUESDAY	8 men, stripping forms under deck left side, stripping forms from handrail left side, cutting deck right side (slowly).
WEDNESDAY	7 men, cutting deck right side, stripping deck forms left side, general cleanup.
THURSDAY	6 men, cutiing deck right side, moving temporary guard rail from left side to right side, making fills at bridge ends left side.
FRIDAY	5 men, same as Thursday, cleaning deck right side and preparing to pave left side deck. Began demolition of old handrail right side.
SATURDAY	No activity.

REMARKS

Plan to pave widened portion of deck left side next Monday, which will return bridge to two way traffic.

Will proceed with removal of old deck and handrail right side.

BRIDGE DIVISION
AUG 28 1967
AM PM
7 8 9 10 11 12 1 2 3 4 5 6

SIGNED Jack Davis LOCATION Corvallis

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

RECEIVED
MAY 26 1967
FOR FILING
2 1120
6966

FORM E-20 50M 10-66 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 25, 1967

To: Mr. R. L. Porter
Deputy State Highway Engineer

Building

SUBJECT: Pux 613 - Wren Overcrossing
Southern Pacific Company
Benton County

Herewith I hand you a copy of Supplemental Order No. 43619, issued by the Public Utility Commissioner under date of May 23, 1967, relative to the above-titled matter.

Distribution of conformed copies has been made as indicated below.

Jack L. Sollis
JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:ja
Encl.

cc: F. B. Klaboe (1)
Ivan Merchant (1)
F. D. Morgan (2)
E. S. Hunter (2)
R. D. Asburry (2)
R. N. Chase (3)
F. B. Crandall (1)
T. W. Litchfield (1)

NOTED
R. L. PORTER
RECEIVED
MAY 25 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Order #43619

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF-369

In the Matter of the Application of the State of Oregon, by and through its State Highway Commission, for authority to widen an existing overcrossing structure over tracks and right of way of the Southern Pacific Company, known as the Wren Overcrossing widening near Wren in the Southeast Quarter of the Northwest Quarter (SE¼NW¼) of Section 28, Township 11 South, Range 6 West, Willamette Meridian, Benton County, Oregon.	SUPPLEMENTAL ORDER

On December 21, 1966, the Public Utility Commissioner of Oregon issued Order No. 43217 granting the above entitled amended Application. On March 24, 1967 Applicant filed a motion to amend the above order as follows:

I

Allow temporary impaired clearance of 8-feet 2-inches in the area shown on the sketch marked Exhibit "A", attached hereto and by this reference made a part hereof.

II

The temporary impaired clearance is for the formwork for the web wall at Bent 4 and it is expected that this condition will exist for only one week.

III

That Applicant's contractor is working on said structure at this time. That the Respondent Railroad has

indicated that it has no objection. That time is of the essence in this case and an early publication of a supplemental order will greatly assist Applicant in completing this job without suffering a penalty under the terms of its contract.

The above motion was served on all parties of record and no answer or other objection has been filed in opposition thereto.

Inasmuch as the requested changes deal only with a temporary impaired clearance for one week, it is concluded that the motion should be accepted and a supplemental order be entered accordingly. It is therefore

ORDERED that Commissioner's Order #43217 entered in the above entitled matter on December 21, 1966 be and the same is hereby amended to authorize the following changes:

1. Allow temporary impaired clearance of 8-feet 2-inches in the area shown on the sketch marked Exhibit "A", attached to the application.

2. The temporary impaired clearance as authorized herein shall be for a period not to exceed 20 days from the effective date of this order, and it is further

ORDERED that these authorized changes shall in no way alter, modify or nullify any other requirements or conditions made and provided in Commissioner's Order #43217 heretofore entered on December 21, 1966.

Made, entered and effective this 23rd day of May, 1967.

Sam R. Haley
Public Utility Commissioner

(SEAL)

RECEIVED
APR 18 1967
FOR FILING

2-1120

6966

Salem, Oregon
April 18, 1967

RAILROAD COMPANIES
FILE No. 42

Mr. G. E. Rohde
Chief Counsel
B U I L D I N G

Attn: Mr. Earl F. Saling
Right of Way Office Manager

Pux 613 R/W File No. 39907
Easement Indenture
Southern Pacific Company
Wren Overcrossing
Corvallis-Newport Highway
Benton County

Attached for processing and recording is a fully executed copy of an easement indenture with Southern Pacific Company concerning construction on the above-mentioned land.

A xerox copy of the indenture has been retained for the Commission's files. After you have recorded this document, please return the original to this office.

Floyd Query, Secretary

lmr
Att.

cc: T. W. Litchfield

FORM E-983

RECEIVED
MAR 30 1967
FOR FILING

COMMISSIONER
GLENN L. JACKSON, CHAIRMAN
PORTLAND
KENNETH N. PRIDLEY, MEMBER
WASCO
DAVID O. SIMPSON, MEMBER
PORTLAND

2-11-1

6966

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 23, 1967

NO. 10
R. L. PORTER

Mr. Jonel C. Hill
Public Utility Commissioner
200 Public Service Building
Salem, Oregon 97310

Re: Pux 613 - Wren Overcrossing
Your SXF-369
Southern Pacific Company
Benton County
Motion to Supplement Order

Dear Sir:

Herewith I hand you original and 4 copies of Motion for Supplemental Order of the State Highway Commission in the above-entitled matter.

Two of the copies are for service upon Southern Pacific Company, one copy for service upon Benton County and two copies are for use by your office.

It will be greatly appreciated if this Supplemental Order could be expedited as quickly as possible inasmuch as the contractor is presently working on the job and there is no objection from the railroad company.

It has been suggested by a member of your legal section that perhaps the acquiescence in the Supplemental Order from the railroad and the county could be obtained by phone in order to facilitate the early publishing of a Supplemental Order.

Very truly yours,

G. E. ROHDE
Chief Counsel

By Jack L. Sollis
JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:ja
Encls.

cc: R. L. Porter
F. B. Klaboe
Ivan Merchant
F. D. Morgan
R. D. Asburry
T. W. Litchfield

RECEIVED
MAR 27 1967
OFFICE OF
STATE HIGHWAY ENGINEER

JLS:ja
3-23-67

PUX 613

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the matter of the application of the STATE OF OREGON, by and through its State Highway Commission, for authority to widen an existing overcrossing structure over tracks and right of way of the Southern Pacific Company, known as the WREN OVER-CROSSING widening near Wren in the South-east Quarter of the Northwest Quarter (SE¼NW¼) of Section 28, Township 11 South, Range 6 West, Willamette Meridian, Benton County, Oregon.	MOTION FOR SUPPLEMENTAL ORDER No. SXF-369

Comes now the Applicant in the above-entitled matter and moves for a supplemental order as follows:

I

Allow temporary impaired clearance of 8-feet 2-inches in the area shown on the sketch marked Exhibit "A", attached hereto and by this reference made a part hereof.

II

The temporary impaired clearance is for the formwork for the web wall at Bent 4 and it is expected that this condition will exist for only one week.

III

That Applicant's contractor is working on said structure at this time. That the Respondent Railroad has indicated that it has no objection. That time is of the essence in this case and an early publication of a supplemental order will

JLS:ja
3-23-67

greatly assist Applicant in completing this job without suffering a penalty under the terms of its contract.

Dated at Salem, Oregon this 23rd day of March, 1967.

STATE OF OREGON, by and through
its State Highway Commission
G. E. ROHDE
Assistant Attorney General and Chief
Counsel for the State Highway Commission

By_____
JACK L. SOLLIS
Utilities & Railroad Attorney

STATE OF OREGON)
) ss
County of Marion)

I, IVAN D. MERCHANT, being first duly sworn, say that I am Bridge Engineer for the Oregon State Highway Commission and that the foregoing Motion for Supplemental Order is true as I verily believe.

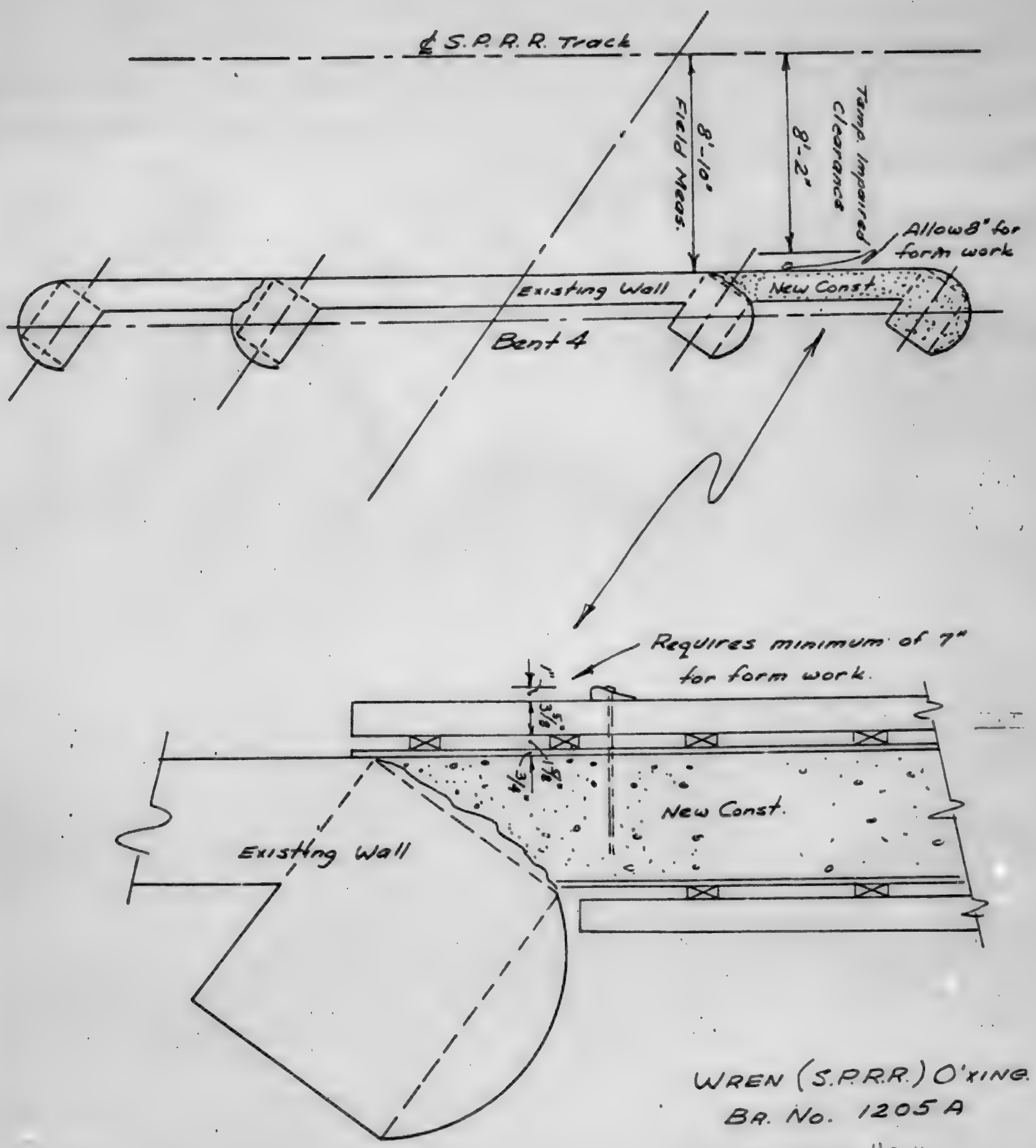
IVAN D. MERCHANT

Subscribed and sworn to before me this 23rd day of March, 1967.

JACK L. SOLLIS
Notary Public for Oregon
My commission expires December 19, 1968

I certify that the above is a true and correct copy of the foregoing Motion for Supplemental Order and the whole thereof.

JACK L. SOLLIS
Utilities & Railroad Attorney



WREN (S.P.R.R.) O'XING.
BR. No. 1205 A

Exhibit "A"

FORM S-120

RECEIVED
FEB 28 1967

Commissioners
GLEN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

2-1120

6966

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

February 24, 1967

Ross Bros. Construction, Inc.
359 Apple Blossom Avenue
Salem, Oregon 97303

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 6966 for widening the existing Wren (S.P.R.R.) Overcrossing on the Corvallis-Newport Highway in Benton County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Encl.
cc Glens Falls Insurance Company
P.O. Box 14040
Portland, Oregon 97214

Bourland Insurance Agency
1980 Fairgrounds Road, NE
Salem, Oregon

RECEIVED
JAN 26 1967
FOR FILING
2-1120
69466

January 25, 1967

Oregon State Highway Commission

Gentlemen:

There will be on the agenda for the January 31 meeting a Construction Agreement and an Easement Indenture with the Southern Pacific Company for the construction of the Wren Overcrossing on the Corvallis-Newport Highway in Benton County.

These documents provide that the State reimburse the Railroad for preliminary engineering, engineering inspection, and flagging which is estimated to cost $32,765.

We recommend your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
L. H. Young
R. D. Asburry

TWL:fg Dan Morgan

RECEIVED
DEC 27 1966

FORM E-30 SOM 10-66 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 23, 1966

SUBJECT: Pux 613 - Wren Overcrossing
Southern Pacific Company
Benton County

To: Mr. R. L. Porter
Deputy State Highway Engineer

Building

Herewith I hand you a copy of Order No. 43217, issued by the Public Utility Commissioner under date of December 21, 1966, relative to the above-titled matter.

Jack L. Sollis
JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:ja
Encl.

cc: F. B. Klaboe (1)
Ivan Merchant (1)
F. D. Morgan (2)
E. S. Hunter (2)
R. D. Asburry (2)
R. N. Chase (3)
F. B. Crandall (1)
T. W. Litchfield (1)

NOTED
R. L. PORTER

RECEIVED
DEC 28 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Order #43217

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF-369

In the Matter of the Application of the State of Oregon, by and through its State Highway Commission, for authority to widen an existing overcrossing structure over tracks and right of way of the Southern Pacific Company, known as the Wren Overcrossing widening near Wren in the Southeast Quarter of the Northwest Quarter (SE¼NW¼) of Section 28, Township 11 South, Range 6 West, Willamette Meridan, Benton County, Oregon.	ORDER

On August 31, 1966, the State of Oregon, through its State Highway Commission, applied to the Commissioner for authority to alter an existing railroad-highway crossing at the location and in the manner set forth in the above title. On November 1, 1966 Applicant filed a motion to substitute drawing thereby amending Application. The crossing is made by means of a grade separation structure that is a part of the Corvallis-Newport highway which carries highway traffic over and above the tracks of Southern Pacific Company.

Applicant alleges that the filing is made under the authority of ORS 366.205, ORS 763.040 and ORS 763.050; that such alteration, and the increased roadway width that will result therefrom, is necessary for the proper service, safety and convenience of the public; that such overcrossing structure is the only feasible means of affecting a satisfactory crossing of the tracks.

Applicant further alleges that heretofore under date of April 21, 1926, the Public Service Commission issued Order No. 1345, File No. F 1314, which Order was amended by Order No. 1444, dated January 14, 1927, author-

izing the construction of the existing overcrossing over the tracks and right of way of the Southern Pacific Company, and in accordance with the authority granted by said Orders, the overcrossing structure was constructed and continuously thereafter has been and now is being used by the traveling public.

Attached to and a part of the amended Application is a drawing No. 22414 issued by the Oregon State Highway Department, being a vicinity map of the area and a plan and elevation of the proposed structure after alteration. Copies of the amended Application and the drawing attached thereto were forwarded to the Superintendent and the Attorneys for Southern Pacific Company and the County Court of Benton County. No objections were made to the construction as proposed or to the granting of the amended Application in accordance with the terms and provisions set forth therein.

No issues are raised by any railroad company or public body in interest that are within the purview of ORS 763.080. Due consideration has been given to all that is set forth in the amended Application and the record herein. The delay that would be occasioned and the expenses that would be incurred by the holding of a public hearing on this matter is unjustified. Good cause appearing therefore such public hearing will not be held.

Based upon the amended Application and the records and files of the Commissioner it is found that:

The existing overcrossing crosses the single Toledo branch track of the Southern Pacific Company which is defined as a railroad in ORS 763.010 and hereafter referred to as "Railroad". Approximately 4 trains are operated over the track beneath the structure each day and the estimated annual daily traffic over the proposed structure will be 2,200 vehicles with an anticipated increase to 4,200 vehicles in 20 years.

The existing structure has a total length of 212 feet consisting of spans of 27-feet, 42-feet, 42-feet, 43-feet, 29-feet and 29-feet respectively, is 19 feet 6 inches between curbs, and the widened structure will be of the same length. The widened spans will be of prestressed concrete. The roadway width will be 40-feet between curbs

with no provision for foot traffic. The proposed widened structure will be on a 220-foot vertical curve with an ascending grade of 3.35% to the south and an ascending grade of 2.88% to the north. The point of intersection of the 220 foot vertical curve is at Station 44+58.00 and is located at elevation 508.82

The centerline of the proposed widened structure intersects the railroad track at Highway Engineer's Centerline Station "L" 44+76.26 POT equals Railroad Station 725+87.53 POC.

The Southern Pacific Company is the only party affected by the proposed widening of the existing structure.

Applicant proposes that the construction and maintenance of the project be handled and the cost thereof be borne as follows:

THINGS TO BE DONE BY APPLICANT:

(a) Prepare plans and specifications and award a contract or contracts for the widening of the existing grade separation structure, including approaches, and supervise the construction thereof.

(b) Finance the construction of said project, including reimbursement to the Railroad for its costs incurred in connection therewith.

(c) Upon completion of the project, Applicant will maintain the structure and all appurtenances thereto.

THINGS TO BE DONE BY RAILROAD:

(a) Subject to reimbursement by Applicant as set forth in paragraph (b) under THINGS TO BE DONE BY APPLICANT, furnish such engineering, inspection, watchmen and flagmen services as may be necessary to protect railroad operations during the period of construction of the project.

(b) At its own expense, maintain the railroad tracks with their appurtenances and facilities.

No objections have been made to the alteration of the existing structure or to the method of its reconstruction. The additional width thereby provided will greatly benefit highway users and be mainly for the convenience and accommodation of the public. The terms and conditions set forth above will relate to the division of work to be performed in the reconstruction and subsequent maintenance of the structure and in the bearing of costs therefor, are acceptable to Applicant and Railroad, are just and reasonable and they are herein approved.

From the foregoing it is concluded that it is in the public interest that the amended Application be granted and that the proposed alteration be authorized. It is therefore

ORDERED that the amended Application of the State of Oregon, by and through its Highway Commission, for authority to alter an existing highway overcrossing structure designated as Crossing No. CK-716.1-A, known as the Wren Overcrossing project, be and the same is hereby granted under the following terms and conditions:

1. The reconstruction shall be done in accordance with modern accepted engineering practices, and the alteration shall be made in conformity as to details of location, design and dimension with the plans and profiles submitted by Applicant and above identified;

2. All work incidental to the alteration of the structure and its future maintenance shall otherwise be done and the costs thereof be borne in accordanance with the terms and conditions that are set forth and approved in the findings of the Commissioner which are hereinabove made; and it is further

Order #43217

ORDERED that the designation CK-716.1-A presently assigned to the overcrossing structure be continued as a means of identification of the crossing in the Commissioner's Catalog of Railroad Crossings in Oregon.

Made, entered and effective this 21st day of Dec, 1966.

Joel Ferry
Public Utility Commissioner

(SEAL)

RECEIVED
NOV 9 - 1966
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

3-1120
6946

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 3, 1966

Southern Pacific Company
324 Union Station
Portland, Oregon

ATTENTION: Mr. E.A. Kendrew

Re: Easement for Retaining Wall
Wren Overcrossing Section
Corvallis-Newport Highway
Benton County
YOUR FILE: 322
0-0-66-10

Gentlemen:

We have reviewed your Oregon Division Drawing No. A-3024, as revised on October 18, 1966, and submitted with your letter of October 20, 1966, and found that the proposed easement for the retaining wall will be adequate for our needs.

Attached you will find a copy of the description as prepared by Mr. M.W. Grefnes on September 22, 1966, on which we have made suggestions in red which we feel will correct this description to conform to your drawing as revised.

With these changes, we feel this information is satisfactory to be included as exhibits in the construction agreement between the State and the railroad.

Very truly yours,

F.D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T.W. Litchfield
Utilities Liaison Engineer

TWL:sg
Attachment

cc: Southern Pacific Co.-San Francisco
F.B. Klaboe
I.D. Merchant
R.D. Asburry
F.W. Sugnet

RECEIVED
NOV 7 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Southern Pacific Company

39907

A. W. KILBORN
SUPERINTENDENT
B. W. BISHOP
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

251 UNION STATION, PORTLAND, OREGON 97209

V. R. RUSSELL
ASSISTANT SUPERINTENDENT
DUNSMUIR, CALIF. 96025

October 20, 1966

IN REPLY PLEASE REFER TO
322
0-0-66-10

Mr. F. D. Morgan
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Utilities Liaison Engineer

Dear Sir:

Referring to your letter of October 12, 1966 regarding railroad encroachment, Wren Overcrossing, section of Corvallis-Newport Highway, Benton County, Right of Way File 39907.

Attached is print of Oregon Division Drawing A-3024 revised October 18, 1966 as requested in your letter of October 12, 1966. We are unable to reconcile the difference in engineer stations between the 1926 drawing, 1938 and present stationing as shown on our Drawing A-3024 and will therefore assume our present record as being correct.

Yours truly,

A. W. Kilborn

Copy to F. Scott
I. Merchant

For Revision & Approval
10-25-66
L

E

& O.K.
See Old desc. revised per new map.

FORM E-123

RECEIVED
COMMISSIONERS
ALEXANDER JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
ASTORIA
DAVID B. SIMPSON, MEMBER
PORTLAND
NOV 1966
PUC

2-1120

69666

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 2, 1966

Mr. Jonel C. Hill
Public Utility Commissioner
200 Public Service Building
Salem, Oregon 97310

Re: Pux 613 - Wren Overcrossing
Your SXF-369
Southern Pacific Company
Benton County

Dear Sir:

Herewith I hand you original and 4 copies of Motion to Substitute Drawing of the State Highway Commission in the above-titled matter.

Two of the copies are for service upon Southern Pacific Company, one copy for service upon Benton County and two copies are for use by your office.

Very truly yours,

G. E. ROHDE
Chief Counsel

By Jack L. Sollis
JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:ja
Encls.

cc: R. L. Porter
F. B. Klaboe
Ivan Merchant
F. D. Morgan
R. D. Asburry
T. W. Litchfield

FILED
R. L. PORTER

RECEIVED
NOV 2 1966
OFFICE OF
STATE HIGHWAY ENGINEER

JLS:ja
11/1/66

PUX 613

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the matter of the application of the STATE OF OREGON, by and through its State Highway Commission, for authority to widen an existing overcrossing structure over tracks and right of way of the Southern Pacific Company, known as the WREN OVER-CROSSING widening near Wren in the South-east Quarter of the Northwest Quarter (SE¼NW¼) of Section 28, Township 11 South, Range 6 West, Willamette Meridian, Benton County, Oregon.	MOTION TO SUBSTITUTE DRAWING No. SXF-369

Comes now the Applicant and moves to substitute revised Drawing No. 22414, attached hereto and by this reference made a part hereof, in place of the original Drawing No. 22414 submitted with the Application.

Dated at Salem, Oregon, this 1st day of November, 1966.

STATE OF OREGON, by and through
its State Highway Commission
G. E. ROHDE
Assistant Attorney General and Chief
Counsel for the State Highway Commission

By_____
JACK L. SOLLIS
Utilities & Railroad Attorney

STATE OF OREGON)
) ss
County of Marion)

I, IVAN D. MERCHANT, being first duly sworn, say that I am Bridge Engineer for the Oregon State Highway Commission and that the foregoing Motion to Substitute Drawing is true as I verily believe.

IVAN D. MERCHANT

Subscribed and sworn to before me this 1st day of November, 1966.

JACK L. SOLLIS
Notary Public for Oregon
My commission expires: December 19, 1968

I certify that the above is a true and correct copy of the foregoing Motion to Substitute Drawing and the whole thereof.

JACK L. SOLLIS
Utilities & Railroad Attorney

FORM E-123X 50M 2-65

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WEST LINN
DAVID B. SIMPSON, MEMBER
PORTLAND

RECEIVED
NOV 3 - 1966
FOR FILING

3-1120
1966

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 1, 1966

Mr. A. W. Kilborn
Southern Pacific Company
251 Union Station
Portland, Oregon 97209

Attention: Mr. E. A. Kendrew

Subject: Widening of Wren O'xing
SPRR Tracks
Corvallis-Newport Highway
Benton County
Br. No. 1205A
Your File: 322
0-0-66-10

Gentlemen:

Pursuant to your letter of September 13th, we have revised our Dwg. No. 2244 (plan and elevation of subject structure) to correspond with suggestions made regarding the elimination of the drainage ditches under the structure and the addition of the note "clearances to the proposed widened structure shall be equal to or greater than the existing clearances."

We are attaching 2 prints of the revised Dwg. No. 2244 for your review and approval. We are submitting this revised drawing to the Public Utilities Commissioner requesting that it be substituted for the one now on file with the application. We will be able to send you complete sets of plans for this widening very shortly and at that time, the details for the proposed retaining wall parallel to the future track located on the westerly side will be submitted.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

NOTED
TOM EDWARDS

TDM:mb
Encls.
cc: Mr. J. A. Holmes (w/2 prints)
S.P. Co., San Francisco
Sam Edwards
Jack Sollis
T. W. Litchfield

RECEIVED
NOV 1 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 1 - 1966

FORM E-30X—50M—2-66 SP*23500-734

FOR FILE

5 1120

6744

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

November 1, 1966

To: Mr. G. E. Rohde
Chief Counsel

B U I L D I N G

Attention: Mr. Jack Sollis

SUBJECT: Wren Overcrossing
SPRR Tracks
Br. No. 1205A
Substitution of Revised Drawings
Corvallis-Newport Hwy.
Benton County

Attached, are 12 prints of Dwg. No. 22414, the plan and elevation of the subject bridge and one of the exhibits for the PUC application now on file with the Public Utilities Commissioner.

The Southern Pacific Company, through Mr. Kilborn, Superintendent, requested that the drainage ditches under the structure be eliminated and deleted from the clearance diagram and that a note be added stating: "clearances to the proposed widened structure shall be equal to or greater than the existing clearances." These revisions have been made.

Will you please request that these revised drawings be substituted for those presently attached to our application. I have been assured by Mr. Kendrew of the Southern Pacific Company that this will facilitate their answer to our petition.

ORIGINAL SIGNED
T. C. ROAKE

Theo. C. Roake
Assistant Bridge Engineer

TCR:mb
Att.
cc: Tom Edwards
T. W. Litchfield

RECEIVED
NOV 1 - 1966
HIGHWAY ENGINEER

NOTED
TOM EDWARDS

FORM E-123X 50M 4-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 12, 1966

Southern Pacific Company
324 Union Station
Portland, Oregon

ATTENTION: Mr. B.A. Kendrew

Re: Easement for Retaining Wall
Wren Overcrossing Section
Corvallis-Newport Highway - Benton County
YOUR FILE: 322
0-0-66-10

Gentlemen:

We have reviewed your Oregon Division Drawing No. A-3024 submitted with your letter of October 5, 1966, and find that in order to accommodate our proposed retaining wall, the length of the proposed easement (along the centerline of the 14 foot strip) from the point of beginning to the southerly end should be 90 feet rather than 80.5 feet as shown on your drawing. We are returning herewith a copy of your drawing with this indicated thereon.

Upon reviewing the original agreement dated August 5, 1926, it is noted that the equation of intersection of the highway stations and the railroad stations do not agree with those shown on your drawing No. A-3024. It is assumed that the intersection equation shown on our Bridge Division Drawing No. 22414 and your Oregon Division Drawing No. A-3024 will take precedence over the station equation shown on your Portland Division Drawing No. 1938, dated May 14, 1926.

If you would make the appropriate changes in the retaining wall easement, we will revise our right of way map accordingly and proceed with our negotiations on this project.

Very truly yours,

F.D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T.W. Litchfield
Utilities Liaison Engineer

TWL:sg

Attachment

cc: Southern Pacific - San Francisco
F.B. Klaboe
I.D. Merchant
R.D. Asburry
F.W. Sugnet

FORM E-122X 50M 4-62
RECEIVED
SEP 20 1966
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
2-1120
L 7166

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 15, 1966

Southern Pacific Company
Union Station
Portland, Oregon 97209

ATTENTION: Mr. E. A. Kendrew

Re: Railroad Encroachment
Wren Overcrossing Section
Corvallis-Newport Highway
Benton County
R/W File 39907
YOUR FILE: 322
O-O-66-10

Gentlemen:

This is in reply to your letter of August 9, 1966 in which you ask if the present 60' right of way across your property will be sufficient for the widening of this structure.

The existing 60' right of way is sufficient for the structure purposes; however, you will note on our Drawing No. 22420, two prints of which are attached, that there is a wall proposed which will lie on the southerly side of the railroad tracks and on the westerly side of the highway. This will occupy railroad property, and for this reason we are requesting the easement as shown on our right of way map No. 8B-36-2 and as described in our description dated June 6, 1966. Prints of our right of way map were sent to you with our letter of June 8, 1966 and two copies of the description are enclosed herewith.

Our appraisals for this property have been completed and the State is prepared to offer you $100.00 for this easement.

Please review this information and if satisfactory proceed with the preparation of the indenture and construction agreement for this project. Bids are currently scheduled to be opened on November 17, 1966 for this project.

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Utilities Liaison Engineer

TWL:bjm

Attachments

cc: Southern Pacific Company
San Francisco

Tom Edwards
I. D. Merchant
R. D. Asburry
F. W. Sugnet

NOTED
TOM EDWARDS

FORM S-128
RECEIVED
AUG 31 1966
COMMISSIONERS
GLENN A. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
VALE
DAVID B. SIMPSON, MEMBER
PORTLAND
FOR FILING
2-1120
6960

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 30, 1966

Mr. Jonel C. Hill
Public Utility Commissioner
200 Public Service Building
Salem, Oregon 97310

Re: Pux 613 - Wren Overcrossing
Southern Pacific Company
Benton County

Dear Sir:

Herewith I hand you original and 4 copies of application of the State Highway Commission in the above-titled matter.

Two of the copies are for service upon Southern Pacific Company, one copy for service upon Benton County and two copies are for use by your office.

Very truly yours,

G. E. ROHDE
Chief Counsel

By
JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:ja
Encls.

cc: R. L. Porter
F. B. Klaboe
Ivan Merchant
F. D. Morgan
R. D. Asburry
T. W. Litchfield

RECEIVED
AUG 30 1966

JLS:ja
8-26-66

PUX 613

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the matter of the application of the STATE OF OREGON, by and through its State Highway Commission, for authority to widen an existing overcrossing structure over tracks and right of way of the Southern Pacific Company, known as the WREN OVERCROSSING widening near Wren in the Southeast Quarter of the Northwest Quarter (SE¼NW¼) of Section 28, Township 11 South, Range 6 West, Willamette Meridian, Benton County, Oregon.	APPLICATION No._____

Comes now the State Highway Commission and files its Application in the above-titled matter.

The Applicant herein respectfully represents:

I

That the name and address of your Applicant are State of Oregon, by and through its State Highway Commission, State Highway Building, Salem, Oregon 97310.

II

That this Application is made under the authority of ORS 366.205, ORS 763.040 and ORS 763.050.

III

That heretofore under date of April 21, 1926, the Public Service Commission issued Order No. 1345, File No. F 1314, which Order was amended by Order No. 1444 dated January 14, 1927, authorizing the construction of the existing overcrossing over the tracks and right of way of the Southern Pacific Company, and in accordance with the authority granted by said Orders, the overcrossing structure was constructed and continuously thereafter has been and now is being used by the traveling public.

IV

That it is necessary to improve the existing highway and to widen the existing overcrossing structure to properly serve the traveling public.

JLS:ja
8-26-66

V

That for the proper service, safety and convenience of the traveling public, Applicant proposes to widen the existing Wren Overcrossing structure. Such widening necessitates construction over the tracks and right of way of the Southern Pacific Company as shown on Oregon State Highway Department Drawing No. 22414, titled Wren Overcrossing Widening over S.P.R.R. Track - Benton County on Corvallis-Newport Highway, dated July 25, 1966, Bridge No. 1205A. Also attached hereto is Oregon State Highway Department Drawing No. 21778, titled Vicinity Map & Profile, Wren Overcrossing, Wren Section, Corvallis-Newport Highway, dated April, 1966; said drawings by reference hereto are made a part hereof. The proposed widening of the existing structure does not eliminate a grade crossing. Since the railroad will not benefit from the crossing no participation in the cost of the widening of said structure is requested from the Railroad.

VI

That at this location an overcrossing is the only practical means for conveying vehicular traffic over the railroad tracks.

VII

That upon completion the estimated annual average daily traffic on the Corvallis-Newport Highway will be 2200 vehicles with an anticipated increase to 4200 vehicles per day in 20 years. That at the site of the proposed widening the train movements are 4 per day.

VIII

That the existing structure has a total length of 212 feet consisting of spans of 27-feet, 42-feet, 42-feet, 43-feet, 29-feet and 29-feet respectively, and the widened structure will be of the same length. The widened spans will be of

prestressed concrete. The roadway width will be 40-feet between curbs with no provision for foot traffic. The proposed widened structure will be on a 220-foot vertical curve with an ascending grade of 3.35% to the South and an ascending grade of 2.88% to the North. The point of intersection of the 220 foot vertical curve is at Station 44+58.00 and is located at elevation 508.82.

IX

That the centerline of the proposed widened structure intersects the railroad track at Highway Engineer's Centerline Station "L" 44+76.26 POT equals Railroad Station 725+87.53 POC.

X

That the Southern Pacific Company is the only party affected by the proposed widening of the existing structure.

XI

That the Applicant proposes that the construction and maintenance of the project be handled and the costs thereof be borne as follows:

THINGS TO BE DONE BY APPLICANT:

(a) Prepare plans and specifications and award a contract or contracts for the widening of the existing grade separation structure, including approaches, and supervise the construction thereof.

(b) Utilizing State funds, finance the construction of said project, including reimbursement to the Railroad for its costs incurred in connection therewith; accounting practices to be followed and reimbursement made as provided in Bureau of Public Roads' Policy and Procedure Memorandum No. 30-3, issued August 15, 1955, and amendments and supplements thereto.

JLS:ja
8-26-66

(c) Upon completion of the project, Applicant will maintain the structure and all appurtenances thereto.

THINGS TO BE DONE BY RAILROAD:

(a) Subject to reimbursement by Applicant under Federal regulations as set forth in paragraph (b) under THINGS TO BE DONE BY APPLICANT, furnish such engineering, inspection, watchmen and flagmen services as may be necessary to protect railroad operations during the period of construction of the project.

(b) At its own expense, maintain the railroad tracks with their appurtenances and facilities.

XII

That at all times during construction and after completion of the proposed structure, vertical and horizontal clearances will exceed the minimum standards set forth in the Public Utility Commissioner's Rules.

XIII

That the proposed widening project is located in the Southeast Quarter of the Northwest Quarter (SE¼NW¼) of Section 28, Township 11 South, Range 6 West, Willamette Meridian, Benton County, Oregon.

WHEREFORE, Applicant prays for an order authorizing the widening of said structure and allocation of costs thereof in accordance herewith and for such other order or orders as may be proper in the premises.

Dated at Salem, Oregon, this 29th day of August, 1966

STATE OF OREGON, by and through
its State Highway Commission
G. E. ROHDE
Assistant Attorney General and Chief
Counsel for the State Highway Commission

By_____
JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:ja
8-26-66

STATE OF OREGON)
) ss
County of Marion)

I, IVAN D. MERCHANT, being first duly sworn, say that I am Bridge Engineer for the Oregon State Highway Commission and that the foreoing Application is true as I verily believe.

IVAN D. MERCHANT

Subscribed and sworn to before me this 29th day of August, 1966.

JACK L. SOLLIS
Notary Public for Oregon
My commission expires December 19, 1968

I certify that the above is a true and correct copy of the foregoing Application and the whole thereof.

JACK L. SOLLIS
Utilities & Railroad Attorney

RECEIVED
AUG 22 1966
FORM E-20X—50M—2-66 SP*23500-734
FOR FILING
2.112C
1966

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 18, 1966

To: Mr. G. E. Rohde
Chief Counsel

B U I L D I N G

SUBJECT: Application for PUC Order
Wren O'xing - SPRR
Corvallis-Newport Highway
Benton County
Br. No. 1205A

Attention: Mr. Jack Sollis

In order to improve the Corvallis-Newport Highway, the present Wren O'xing of the SPRR tracks will be widened on each side to increase the present 19'6" roadway width to that of 40'. To do this, it will be necessary to prepare a PUC order for submission to the commissioner.

Twelve prints each of Dwgs. Nos. 21778 and 22414, the vicinity map and plan and elevation drawings respectively, are attached.

The proposed structure is in the SE¼ of the NW¼ of Section 28, T. 11 S., R. 6 W., W.M., Benton County, Oregon. The center line length and spans of the structure remain the same as the existing structure. The final roadway width will be 40' between curbs with no provision for foot traffic. The proposed widened structure will be on a 220' vertical curve with an ascending grade of 3.35% to the south and a descending grade of 2.88% to the north. The P.I. of the vertical curve is located at Sta. 44+58.00 and the elevation is 508.82. The minimum vertical and horizontal clearances are as indicated on Dwg. No. 22414 and are in all instances, greater than the minimum PUC requirements.

The widening of the overcrossing is to be constructed with State funds. Since the railroad will not benefit from the widening of the structure, no participation in the cost of the structure is requested from the railroad. Any necessary expenses incurred by the railroad in connection with the construction of this project will be reimbursed as permitted by PPM 30-3 with amendments and additions thereto.

The available northbound daily traffic on the Corvallis-Newport Highway is approximately 2,200 with an anticipated increase

NOTED
TOM EDWARDS

to 4,200 in 20 years. The train movements at the site are four movements per day.

Will you please prepare an application to the PUC Commission for an order permitting this construction.

ORIGINAL SIGNED
T. C. ROAKE

Theo. C. Roake
Assistant Bridge Engineer

TCR:mb
Att.
cc: Tom Edwards
Ted Litchfield

RECEIVED
AUG 19 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 23 1966
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FILE
2-1120

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 18, 1966

Southern Pacific Company
Union Station
Portland, Oregon 97209

Attention: Mr. A. W. Kilborn
Superintendent

Subject: Widening of the Wren O'xing
SPRR Tracks
Corvallis-Newport Highway
Benton County
Br. No. 1205A

Your File No. 322

Gentlemen:

In order to improve the Corvallis-Newport Highway, we plan to widen the present Wren Overcrossing of the Southern Pacific Railroad tracks on both sides. A vicinity map Dwg. No. 21778 was sent to you at an earlier date for your study.

We are attaching 4 prints each of Dwgs. Nos. 21778 and 22414 which are the vicinity map and plan and elevation drawings, respectively. These drawings will be used as exhibits in our request for a PUC order.

The minimum clearances of the widened sections of the overcrossing will not be less than those approved by the PUC at the time the original structure was built. Additional easement for the extra roadway width and retaining walls along with the railroad and highway agreements is being negotiated through our Utilities Liaison Engineer.

The project will be financed entirely with State funds and your company will be reimbursed for its necessary expenses incurred in the work as permitted by PPM 30-3 with amendments and additions thereto.

In this construction project, the State will prepare plans, specifications, award the contract and supervise construction and upon completion of construction, the State will maintain the overcrossing

NOTED
TOM EDWARDS

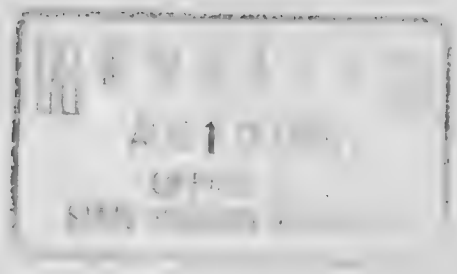
structures and other highway appurtenances. Your company, subject to the limitations of PPM 30-3, should furnish preliminary engineering, watchman and flagman services to protect your operations during the construction period, remove and protect your signal and communication lines during the same period and replace in final location upon completion of construction and maintain the roadbed and trackage at your own cost and expense.

Will you please return one print each of the enclosed drawings with your comments and approval noted thereon.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

TCR:mb
Encls.
cc: Tom Edwards
Ted Litchfield
Jack Sollis



RECEIVED
AUG 18 1966
COMMISSIONERS

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 10, 1966

Consumers Power, Inc.
P. O. Box 871
Corvallis, Oregon

ATTENTION: Mr. Dean O. Johnson

RE: Power Line Adjustment
Consumers Power, Inc.
Wren Overcrossing Section
Corvallis-Newport Highway
Benton County

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of July 28, 1966, have been approved by the State. You are hereby authorized to proceed with the work as of August 10, 1966.

Prior to beginning work you are requested to do the following:

(1) Please contact Mr. H. C. Johnson, District Maintenance Superintendent, P. O. Box 110, Corvallis, Oregon 97330, phone 753-5210, in regard to obtaining a permit for crossing or relocating on State Higirway right of way.

(2) Contact Mr. J. L. Davis, Resident Engineer, 645 South Second Street, Corvallis, Oregon 97330, phone 753-4193, at least three days prior to beginning work so that your work may be coordinated with that of the State's contractor.

Reimbursement for the work performed subsequent to August 10, 1966, in the amount of $1,324.79, will be made in accordance with paragraph 7-e(3) of PPM 30-4 upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Utilities Liaison Engineer

RECEIVED
AUG 18 1966
OFFICE OF
STATE HIGHWAY ENGINEER

PGP:fp
cc F. B. Klaboe
L. H. Young (2)
C. H. Maison
R. D. Asburry
J. L. Davis
H. C. Johnson
F. W. Sugnet

RECEIVED
FEB 9 - 1967

2-1120
6766

February 8, 1967

Rose Bros. Construction, Inc.
359 Apple Blossom Avenue
Salem, Oregon 97303

Gentlemen:

Enclosed are three copies of Contract No. 6966 for $106,650.00 awarded to you by the State Highway Commission on February 8, 1967. This contract is for widening the existing Brdn (-.P.R.R.) Overcrossing on the Corvallis-Newport Highway in Benton County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calender day count on this contract will begin February 21, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

mln
Enclosures

bc Frank Morgan
L.H. Young
I.D. Merchant
C.D. Matthis
R.D. Asbury
Jack Davis

F-111(9) Glen Aiken Cr.-Gray Cr. Sec. 1967
Coos Bay-Roseburg Hwy. (Grad.,
#6967 Pav.)

F-111(9)

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Glen Aiken Cr.-Gray Cr.		WEEK ENDING: August 9, 1968
HIGHWAY: Coos Bay - Roseburg		SECTION PREFIX: 6-1015
		COUNTY: Coos
NAME OF JOB: Glen Aiken Creek - Gray Creek	KIND OF WORK: Grading and Paving	
CONTRACTOR: Groesbeck - Durbin, Inc.	CONTRACT NUMBER: 6967	FEDERAL AID PROJECT NUMBER: F-111 (9)
DATE OF CONTRACT: February 27, 1967	DATE WORK STARTED: February 15, 1967	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $1,600,743.60	SPECIFIED COMPLETION DATE: August 31, 1968	PERCENT OF TIME ELAPSED: 75
EXCLUSIVE OF ENGINEERING: $1,486,912.94	ENGINEERING AUTHORIZATION: $113,830.66	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $1,412,924.03	ENGINEERING COST TO DATE: $154,199.79	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 5 %	PERCENT OF AUTHORIZATION: 135 %	DATE PROJECT WAS COMPLETED: April 9, 1968

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100	100	100	100	100	None ~~CTB~~		
			GRADING	SURFACING	~~MATERIALS~~	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT			1.82	1.82	1.82		1.82
MILES PARTIALLY COMPLETED							
MILES COMPLETED			1.82	1.82	1.82		1.82
TOTAL ESTIMATED QUANTITIES (CONTRACT)			751,000 CY	111,200 Ton	35,000 Ton		23,000 Ton
TOTAL QUANTITIES CORRECTED TO DATE			788,458 CY	96,513 Ton	31,119 Ton		19,388 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			788,458 CY	96,513 Ton	31,119 Ton		19,388 Ton
AVERAGE DAILY QUANTITIES			1,932 CY	237 Ton	76 Ton		48 Ton
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				M R D
MONDAY	Fair			
TUESDAY	Fair			W
WEDNESDAY	Fair			
THURSDAY	Fair			
FRIDAY	Fair			
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

No work performed by Southern Pacific Railroad Co. on Order for State Force Work No. 10 noticed this week.

Semi-Final Estimate was submitted to the Division Office May 8, 1968.

FINAL REPORT.

SIGNED Bobby D. Johnson LOCATION Coquille

Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

BP-F21E

" JUN 17 1968
FOR FILING
F-111(9)
6967

June 14, 1968

St. Paul Fire and Marine Insurance Company
Portland Office
1500 N. E. Irving Street
Portland, Oregon 97232

Gentlemen:

Contract No. 6967 awarded to Grossbeck-Durbin, Inc., for grading and paving on the Glen Aiken-Gray Creek Section of the Coos Bay-Roseburg Highway in Coos County was completed on April 9, 1968, and accepted by the Highway Commission on June 13, 1968.

Final payment in the amount of $60,784.06 will be released to the contractor after June 21, 1968. The total contract amount is $1,373,534.02 including $61,142.44 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

go

cc: Grossbeck-Durbin, Inc.
P. O. Box 1396
Eugene, Oregon 97401

Tramp & McKinley Agency
260 11th Avenue East
Eugene, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

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JUN 17 1968
FOR FILING

F-111(9)

6967

June 13, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed April 9, 1968, on Contract No. 6967. The contract was with Crosbock-Durbin, Inc., and was for grading and paving on the Glen Aiken Creek-Gray Creek Section of the Coos Bay-Roseburg Highway in Coos County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective June 13 and that you concur in this procedure at the Commission meeting on July 9.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
C. T. Keasey

mc jko

RECEIVED
JUN 7 1968

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
[redacted]
FRED W. [redacted] MEMBER
PENDLETON
Pendleton
Thaddeus B. Bruno, Member
Portland

E-111(9)

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 6, 1968

Groesbeck and Durbin Construction Company
P. O. Box 646
Eugene, Oregon

RE: Glen Aiken Creek-Gray Creek Section
Contract No. 6967

Gentlemen:

Your subcontractor for the base surfacing on this project has submitted a two-part claim on this project requesting an adjustment in the amount of $8,751.21 because of a quantity underrun on the 4"-1" base, and additional compensation in the amount of $535.00 for demurrage charges arising from the transportation of the cement by rail. Any contract claim should be presented via the prime contractor, but to avoid unnecessary delay, we have considered the merits of this claim as received and our response follows.

The requested adjustment for unrealized recovery of moving and plant set up charges has been computed with reference to the 4"-1" material (bid item 15) only. Apparently the equipment involved was also used in the production of the other base surfacing items and we believe the percentage of underrun and the distribution of the fixed overhead charges should therefore apply to all the base surfacing items. In other words, the additional overhead recovery from the overrun in bid item 14, 1"-0 Material in Base, should offset some of the underrun on bid item 15 insofar as these fixed overhead charges are concerned. If consideration of eligibility for adjustment is also considered in accordance with Section 4-2 of the Standard Specifications which requires that comparisons be made with the net quantities, the actual overall underrun on bid items 14, 15 and 16 is only 2.8 per cent. On the same basis, the underrun on bid item 15 would be 14.2 per cent. These percentages of underrun are not substantial enough to warrant an adjustment in compensation to the contractor. We must therefore respectfully deny the request for additional compensation.

The second request concerning railroad demurrage appears to be based only on the alleged increase in cement content in the cement treated base to

6-1/2 per cent. Actually this item (bid item 16) underran the contract quantity by 5.7 per cent. The special provision (206-3.3) refers to the normal cement content but further states it will be subject to variations at the direction of the engineer. The first of the cement cars arrived September 5 and some demurrage charges had started to accrue before the cement treated base lay down began on September 14. All the demurrage charges came about prior to September 22 on which date the cement treated base work was completed. It does not appear that any significant change in the contractor's scheduling was imposed by the State. In the absence of any significant quantity change in this item or any interference with the contractor's scheduling and use of this material, we find no basis for the State to absorb these demurrage charges and must therefore also respectfully deny this part of the claim.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. D. Morgan
Construction Engineer

JAB:fw
bc: F. B. Klaboe
C. T. Keasey

RECEIVED
JUN 7 1968
OFFICE OF
STATE HIGHWAY ENGINEER

Monthly transaction number	FORM R-2A (REV. 6-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State
5-10		Oregon
Project report number	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County
8		Coos
Modification number	(PPM 21-7) 4-12-65	Project number
1		F-111(9)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on March 9, 1967, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,498,451	$ 1,568,983
Federal funds	$ 951,500.00	$ 996,400.00
Other revisions		

This modification is made for the following reasons:

Estimate revised to include items previously retained in program status and approved SFO for railroad work.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 12 day of April, 19 68.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By B K Labe

Asst. State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By _____
(Division Engineer)
R. E. Simpson, Division Engineer

US COMM-DC 26364-P65

Oregon State Highway Department

Federal Aid
Project No. F-111(9)

GLEN AIKEN CREEK -GRAY CREEK SECTION

OF THE COOS BAY-ROSEBURG HIGHWAY IN COOS COUNTY

Revised estimate as a basis for modification of project agreement. Revised to include items previously retained in program status and approved SFO for railroad work.

Salem, Oregon, April 5, 1968

Type Code 6201
Roadway (Sta. 179+00 to Sta. 273+00) (Contract 6967)

Subtotal on previous estimate dated March 2, 1967					$1,362,683.20
Approved Additional Items					
P.A.	1	Construct Type II fence	430 rod	$ 9.90	$ 4,257.00
P. A.	1	16'x48" metal gates	3 only	121.00	363.00
EWO	5	Slide removal	All Required		46,500.00
SFO	10	Restore Southern Pacific Railroad Grade & relay & realign track*	All Required		13,000.00
					$ 64,120.00
			Subtotal		$1,426,803.20
			10% Engr. & Cont.		142,179.80
			Total		$1,568,982.00

Length of Roadway 1.818 miles
Cost of Roadway per Mile $863,026.95

Federal Funds	$ 996,400.00
State Funds	572,582.00
	$1,568,982.00

*Reduced in accordance with Par. 5 (Project field offices) of PPM 30-6.
State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefix 6-1015

*Itemized statement to be submitted on final bill.

(6)

9,000 - month

Oregon State Hwy Department — Federal Aid

Project No F-111(9)

Glen Aiken Creek - Grave Creek Section
of The Coos Bay - Roseburg Hwy in Coos County

Revised estimate as a basis for modification of project agreement. Revised to include items previous retained in Program status & approved SFO for Railroad work.)

Salem, Oregon 1968

Type Code 6201
Roadway (Sta. 179+00 to Sta. 275+00) (Contract 6967)

Sub-total on previous estimate dated March 2, 1967				$1,362,683.20
Approved additional item				
P.A. 1	Construct type II fence	130 rod	$9.90	$1,257.00
P.A. 1	16' x 48' metal Gates	3 only	121.00	363.00
Two 5	Slide Removal	all Required		46,500.00
SFO 10	Restore Southern Pacific Railroad Grade & relay & realign Track *	all Required		13,000.00
				*64,120.00
			Sub-total	1,426,803.20
			* 10% Engr & cont.	142,179.80
			Total	*1,568,983.00

Length of Roadway 1.818 miles
Cost of Roadway per mile *863,026.95

Federal Funds	$ 996,400.00
State Funds	572,583.00
	$ 1,568,983.00

*Reduced in accordance with par. 5 (Project field offices) of PPM 30-6.

State Funds for Const.: Chap 175, Laws 1917; Chap. 31, Laws 1920; Chap 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefix 6-1015
*Itemized statement to be submitted on final bill.

STATE COPY

Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
3-91		Oregon
PROJECT REPORT NO.	FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	COUNTY
4 6967	3-9-67	Coos
		PROJECT NO. F-111(9)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Glen Aiken Creek - Gray Creek Section, Coos Bay-Roseburg Hwy.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	1-11-67	1.818
OTHER (Specify)		

FUNDS

Date 63.51

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,498,451.00	$ 951,500.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J B Klaboe

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

A. W. PARSONS, Division Engineer

By L R Backlund
L. R. Backlund, Acting Manager

Date executed by Division Engineer MAR 9 1967

Oregon State Highway Department

Federal-Aid
Project No. F-111(9)

GLEN AIKEN CREEK-GRAY CREEK SECTION

OF THE COOS BAY-ROSEBURG HIGHWAY IN COOS COUNTY

Project agreement estimate.

Salem, Oregon, March 2, 1967

Type Code 6201
Roadway (Sta. 179+00 to Sta. 275+00) (Cont. 6967)

Clearing and Grubbing	All	Req.	$	$ 45,600.00
Ditch Excavation, Unclassified	1,300	cu.yd.	2.00	2,600.00
General Excavation, Unclassified	751,000	cu.yd.	0.62	465,620.00
Embankment Foundation Excavation	16,000	cu.yd.	0.80	12,800.00
Overhaul	96,000	C-yd.Sta.	0.30	28,800.00
Extra for selected Rock Slope Protection Material	12,600	cu.yd.	1.00	12,600.00
Extra for Selected Rock Embankment Material	21,000	cu.yd.	0.20	4,200.00
Finishing Roadbed and Slopes	2.16	mi.	1,500.00	3,240.00
Rounding Cutbanks	5,500	lin.ft.	0.20	1,100.00
Trench Excavation	5,300	cu.yd.	3.00	15,900.00
Special Backfill in Drains	2,000	cu.yd.	6.00	12,000.00
Watering	1,900	M-Gal.	2.00	3,800.00
Obliteration	44	Sta.	25.00	1,100.00
1"-0 Material in Base	11,200	ton	2.15	24,080.00
4"-1" Material in Base	100,000	ton	1.98	198,000.00
Cement Treated Base Mixture	33,000	ton	2.95	97,350.00
Portland Cement in C.T.B. Mixture	1,500	ton	29.50	44,250.00
RS-1 Asphalt in Seal	60	ton	50.00	3,000.00
1"-0 Aggregate in Prime Coat	260	cu.yd.	6.25	1,625.00
MC-250 Asphalt in Prime Coat	40	ton	55.00	2,200.00
Class "B" Asphalt Concrete	23,000	ton	10.90	250,700.00
Detour Surfacing	4,800	lin.ft.	3.00	14,400.00
Class "A" Concrete in Headwall	10	cu.yd.	110.00	1,100.00
Reinforcement in Headwall	370	lb.	0.25	92.50
84-inch Structural Plate Pipe	350	lin.ft.	45.00	15,750.00
12-inch Culvert Pipe	460	lin.ft.	3.30	1,518.00
18-inch Culvert Pipe	1,700	lin.ft.	5.50	9,350.00
24-inch Culvert Pipe	270	lin.ft.	8.00	2,160.00
36-inch Culvert Pipe	480	lin.ft.	15.60	7,488.00
60-inch Culvert Pipe	210	lin.ft.	28.70	6,027.00
84-inch Culvert Pipe	130	lin.ft.	44.00	5,720.00
6-inch Drain Pipe	5,500	lin.ft.	1.75	9,625.00
8-inch Drain Pipe	3,700	lin.ft.	2.35	8,695.00
18-inch Culvert End Section	4	only	50.00	200.00
Concrete Inlets, Type G-2M	7	only	120.00	840.00
Extra for A.C. Concrete Approaches	14	only	50.00	700.00
Guide Posts, W-1	80	only	7.00	560.00
Guide Posts, Y-1	46	only	7.00	322.00

Guard Rail	8,600 lin.ft.	$ 2.45	$ 21,070.00
Rail End Pieces	20 only	5.00	100.00
Guard Rail Blocks	980 only	1.50	1,470.00
Extra Guard Rail Posts	80 only	10.00	800.00
Salvaging Guard Rail	3,100 lin.ft.	0.40	1,240.00
Guard Rail-Salvaged Guard Rail	3,100 lin.ft.	1.25	3,875.00
Settlement Plates	2 only	100.00	200.00
2-inch Steel Pipe	60 lin.ft.	1.75	105.00
Furnishing Field Laboratory Building	All Req.		500.00
Roadside Seeding	27 Acre	100.00	2,700.00
Roadside Mulching	27 Acre	160.00	4,320.00
Grass Seed, Creeping Red Fescue	297 lb.	0.70	207.90
Grass Seed, Chewing Fescue	216 lb.	0.70	151.20
Grass Seed, Perennial Ryegrass	81 lb.	0.30	24.30
Grass Seed, Newport Bluegrass	135 lb.	0.70	94.50
Grass Seed, Dutch White Clover	81 lb.	0.80	64.80
Inorganic Fertilizer 10-16-8	108 cwt.	6.00	648.00
			$1,352,683.20
Flagging (57½% of Contractors Cost)	All Req.		10,000.00
	Subtotal		$1,362,683.20
*	10% Engr. & Cont.		135,767.80
	Total		$1,498,451.00

Length of Roadway ——— 1.818 miles
Cost of Roadway per mile— $824,230.47

Work Retained in Program Status

Fencing P.A.	All Req.	$ 1,500.00
Slide Removal	All Req.	50,000.00
	Subtotal	$ 51,500.00
	10% Engr. & Cont.	5,150.00
	Total	$ 56,650.00

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,498,451.00	$951,500.00	$546,951.00
Retained in Program	56,650.00	35,900.00	20,750.00
	$1,555,101.00	$987,400.00	$567,701.00

* Reduced in accordance with Par. 5 (Project field offices) of PPM 30-6

State Funds for Const.: Chap. 175, Laws 1917; Chap.31, Laws 1920; Chap.529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

GLEN AIKEN CR.-GRAY CR. SECTION

STATE WORK

PROJECT NO. F-111(9)

Signing	All Required	$1,800.00
Coos Curry Electric	All Required	500.00
Pacific Power and Light	All Required	4,400.00
West Coast Telephone Co.	All Required	2,000.00
		$8,700.00

Oregon State Highway Department

Federal-Aid
Project No. F-111(9)

GLEN ALLEN CREEK-GRAY CREEK SECTION

OF THE COOS BAY-ROSEBURG HIGHWAY IN COOS COUNTY

Revised P.S. & E. Estimate.

Salem, Oregon, January 25, 1967

Type Code 6201
Roadway (Sta. 179+00 to Sta. 275+00)

Clearing and Grubbing	All Required			$ 30,000.00
Ditch Excavation, Unclassified	1,300	cu.yd.	$ 2.50	3,250.00
General Excavation, Unclass.	751,000	cu.yd.	0.85	638,350.00
Embankment Foundation Excavation	16,000	cu.yd.	1.00	16,000.00
Overhaul	96,000	C-yd.sta.	0.40	38,400.00
Extra for Selected Rock Slope Protection Material	12,600	cu.yd.	0.50	6,300.00
Extra for Selected Rock Embankment Material	21,000	cu.yd.	0.50	10,500.00
Finishing Roadbed and Slopes	2.16	mile	1,500.00	3,240.00
Rounding Cutbanks	5,500	l.ft.	0.20	1,100.00
Trench Excavation	5,300	cu.yd.	3.00	15,900.00
Special Backfill in Drains	2,000	cu.yd.	7.00	14,000.00
Watering	1,900	M-gals.	3.00	5,700.00
Obliteration of Roadway	44	sta.	75.00	3,300.00
1" - 0 Material in Base	11,200	tons	2.75	30,800.00
4" - 1" Material in Base	100,000	tons	2.65	265,000.00
Cement Treated Base Mixture	33,000	tons	3.50	115,500.00
Portland Cement in C.T.B. Mixture	1,500	tons	32.00	48,000.00
RS-1 Asphalt in Seal	60	tons	65.00	3,900.00
1" - 0 Aggregate in Prime Coat	260	cu.yd.	6.50	1,690.00
RC-250 Asphalt in Prime Coat	40	tons	60.00	2,400.00
Class "B" Asphalt Concrete	23,000	tons	11.50	264,500.00
Detour Surfacing	4,800	l.ft.	4.50	21,600.00
Class "A" Concrete in Headwall	10	c.yd.	80.00	800.00
Reinforcement in Headwall	370	lbs.	0.25	92.50
84-inch Structural Plate Pipe	350	l.ft.	45.00	15,750.00
12-inch Culvert Pipe	460	l.ft.	3.75	1,725.00
18-inch Culvert Pipe	1,700	l.ft.	5.00	8,500.00
24-inch Culvert Pipe	270	l.ft.	8.00	2,160.00
36-inch Culvert Pipe	480	l.ft.	14.50	6,960.00
60-inch Culvert Pipe	210	l.ft.	35.00	7,350.00
84-inch Culvert Pipe	130	l.ft.	60.00	7,800.00
6-inch Drain Pipe	5,500	l.ft.	2.00	11,000.00
8-inch Drain Pipe	3,700	l.ft.	2.50	9,250.00
18-inch Culvert End Section	4	only	40.00	160.00
Concrete Inlets, Type G-3M	7	only	150.00	1,050.00
Extra for A.C. Concrete Approaches	14	only	40.00	560.00
Guide Posts, W-1	80	only	8.00	640.00
Guide Posts, Y-1	46	only	8.50	391.00
Guard Rail	8,600	l.ft.	2.50	21,500.00

Rail End Pieces	20 only	$ 5.00	$ 100.00
Guard Rail Blocks	900 only	2.50	2,450.00
Extra Guard Rail Posts	80 only	12.00	960.00
Salvaging Guard Rail	3,100 l.ft.	0.75	2,325.00
Guard Rail-Salvaged Guard Rail	3,100 l.ft.	1.25	3,875.00
Settlement Plates	2 only	40.00	80.00
2-inch Steel Pipe	60 l.ft.	1.75	105.00
Furnishing Field Laboratory Bldg.	All Required		500.00
Roadside Seeding	27 acres	100.00	2,700.00
Roadside Mulching	27 acres	250.00	6,750.00
Grass Seed, Creeping Red Fescue	297 lbs.	1.00	297.00
Grass Seed, Chewing Fescue	216 lbs.	1.00	216.00
Grass Seed, Perennial Ryegrass	81 lbs.	1.00	81.00
Grass Seed, Newport Bluegrass	135 lbs.	1.00	135.00
Grass Seed, Dutch White Clover	81 lbs.	1.00	81.00
Inorganic Fertilizer, 10-16-4	108 cwt.	6.00	648.00
			$1,656,421.50
Flagging (57½ of Contractors' Cost)	All Required		10,000.00
	Subtotal		$1,666,421.50
	*10% Engr. & Cont.		166,091.50
	Total		$1,832,513.00

Length of Roadway ———————— 1.818 miles
Cost of Roadway Per Mile ———————— $1,007,982.97

WORK RETAINED IN PROGRAM STATUS

Fencing	All Required	$ 1,500.00
Slide Removal	All Required	50,000.00
	Subtotal	$ 51,500.00
	10% Engr. & Cont.	5,150.00
	Total	$ 56,650.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,832,513.00	$1,163,100.00	$ 669,413.00
Retained in Program	56,650.00	35,900.00	20,750.00
	$1,889,163.00	$1,199,000.00	$ 690,163.00

* Reduced in accordance with Par. 5 (Project Field Offices) of PPM 30-6.

GLEN ALDEN CR.-GRAY CR. SECTION

STATE WORK

Project No. F-111(9)

Signing	All Required	$1,800.00
Coos-Curry Electric	All Required	500.00
Pacific Power and Light	All Required	4,400.00
West Coast Telephone Co.	All Required	2,000.00
		$8,700.00

Oregon State Highway Department

Federal-Aid
Project No. F-111(9)

GLEN AIKEN CREEK-GRAY CREEK SECTION

OF THE COOS BAY-ROSEBURG HIGHWAY IN COOS COUNTY

P.S. & E. Estimate.

Salem, Oregon, January 4, 1967

Type Code 6201
Roadway (Sta. 179+00 to Sta. 275+00)

Clearing and Grubbing	All Required			$ 30,000.00
Ditch Excavation, Unclassified	1,300	cu.yd.	$ 2.50	3,250.00
General Excavation, Unclassified	751,000	cu.yd.	0.85	638,350.00
Embankment Foundation Excavation	16,000	cu.yd.	1.00	16,000.00
Overhaul	96,000	C-yd.sta.	0.40	38,400.00
Extra for Selected Rock Slope Protection Material	12,600	cu.yd.	0.50	6,300.00
Extra for Selected Rock Embankment Material	21,000	cu.yd.	0.50	10,500.00
Finishing Roadbed and Slopes	2.16	mile	1,500.00	3,240.00
Rounding Cutbanks	5,500	lin.ft.	0.20	1,100.00
Trench Excavation	5,300	cu.yd.	3.00	15,900.00
Special Backfill in Drains	2,000	cu.yd.	7.00	14,000.00
Watering	1,900	M-gal.	3.00	5,700.00
Obliteration of Roadway	44	sta.	75.00	3,300.00
1" - 0 Material in Base	11,200	ton	2.75	30,800.00
4" - 1" Material in Base	100,000	ton	2.65	265,000.00
Cement-Treated Base Mixture	33,000	ton	3.50	115,500.00
Portland Cement in CTB Mixture	1,500	ton	32.00	48,000.00
RS-1 Asphalt in Seal	60	ton	65.00	3,900.00
1" - 0 Aggregate in Prime Coat	260	cu.yd.	6.50	1,690.00
RC-250 Asphalt in Prime Coat	40	ton	60.00	2,400.00
Class "B" Asphalt Concrete	23,000	ton	11.50	264,500.00
Detour Surfacing	4,800	lin.ft.	4.50	21,600.00
Class "A" Concrete in Headwall	10	cu.yd.	80.00	800.00
Reinforcement in Headwall	370	lb.	0.25	92.50
84-inch Structural Plate Pipe	350	lin.ft.	45.00	15,750.00
12-inch Culvert Pipe	460	lin.ft.	3.75	1,725.00
18-inch Culvert Pipe	1,700	lin.ft.	5.00	8,500.00
24-inch Culvert Pipe	270	lin.ft.	8.00	2,160.00
36-inch Culvert Pipe	480	lin.ft.	14.50	6,960.00
60-inch Culvert Pipe	210	lin.ft.	35.00	7,350.00
84-inch Culvert Pipe	130	lin.ft.	60.00	7,800.00
6-inch Drain Pipe	5,500	lin.ft.	2.00	11,000.00
8-inch Drain Pipe	3,700	lin.ft.	2.50	9,250.00
18-inch Culvert End Section	4	only	40.00	160.00
Concrete Inlets, Type G-2M	7	only	150.00	1,050.00
Extra for A.C. Concrete Approaches	14	only	40.00	560.00
Guide Posts, W-1	80	only	8.00	640.00
Guide Posts, Y-1	46	only	8.50	391.00
Guard Rail	8,600	lin.ft.	2.50	21,500.00
Rail End Pieces	20	only	5.00	100.00

Guard Rail Blocks	980	only	$ 2.50	$ 2,450.00
Extra Guard Rail Posts	80	only	12.00	960.00
Salvaging Guard Rail	3,100	lin.ft.	0.75	2,325.00
Guard Rail-Salvaged Guard Rail	3,100	lin.ft.	1.25	3,875.00
Settlement Plates	2	only	40.00	80.00
2-inch Steel Pipe	60	lin.ft.	1.75	105.00
Furnishing Field Laboratory Building	All Required			500.00
Roadside Seeding	27	acre	100.00	2,700.00
Roadside Mulching	27	acre	250.00	6,750.00
Grass Seed, Creeping Red Fescue	297	lb.	1.00	297.00
Grass Seed, Chewings Fescue	216	lb.	1.00	216.00
Grass Seed, Perennial Ryegrass	81	lb.	1.00	81.00
Grass Seed, Newport Bluegrass	135	lb.	1.00	135.00
Grass Seed, Dutch White Clover	81	lb.	1.00	81.00
Inorganic Fertilizer, 10-16-8	108	cwt.	6.00	648.00
				$1,656,421.50
Flagging (57½% of Contractor's Cost)	All Required			$ 10,000.00
	Subtotal			$1,666,421.50
	10% Engr. & Cont.*			166,091.50
	Total			$1,832,513.00

Length of Roadway - - - - 1.818 Miles
Cost of Roadway Per Mile- $1,007,982.97

Work Retained in Program Status

Slide Removal	All Required	$ 50,000.00
Fencing Est 1,500'	Subtotal	$ 50,000.00
	10% Engr. & Cont.	5,000.00
	Total	$ 55,000.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,832,513.00	$1,163,100.00	$669,413.00
Retained in Program	55,000.00	34,900.00	20,100.00
	$1,887,513.00	$1,198,000.00	$689,513.00

*Reduced in accordance with Par. 5 (project field offices) of PPM 30-6.

GLEN AIKEN CR.-GRAY CR. SECTION

STATE WORK

PROJECT NO. F-111(9)

Signing	All Required	$1,800.00
Coos-Curry Electric	All Required	500.00
Pacific Power and Light	All Required	4,400.00
West Coast Telephone Co.	All Required	2,000.00
		$8,700.00

RECEIVED
APR 2 1968
COMMISSIONERS

GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
PENDLETON

F-111(9)
6967

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 11, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon 97301

Contract ~~6978~~ 6967
Prefix 6-1015
FAP F-111(9)

Dear Sir:

All work under Contract No. ~~6978~~ 6967, Glen Aiken-Gray Creek Section of the Coos Bay-Roseburg Highway in Coos County, was completed on April 9, 1968.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement Date April 16, 1968

Conditions noted on above date:
The project was inspected and considered as satisfactorily completed on 4-9-68. Due to the fill failure which occurred between Stas 236 to 244 additional work will be necessary. It is intended to set up a new contract to repair this section. As the fill is still settling causing the railroad grade to move, emergency work under the State Force Order will be covered until the next project is underway.

R. E. Simpson
Division Engineer

By: E. J. Valach
E. J. Valach
District Engineer

Young
4-23-68

RECEIVED

RECEIVED
FEB 9 - 1968
FOR FILING

F-111(9)
6967

February 8, 1968

3171

Mrs. E. S. Leep
Route 1, Box 274
Terrebonne, Oregon 97760

Dear Mrs. Leep:

The restoration of property damaged by carrying out of the work on a contract is the responsibility of the contractor; in this case, Groesbeck and Durbin. The Highway Department has recently contacted the contractor and his insurance adjusters, Denton and Brown of Coos Bay.

The adjusters have already contacted your son, and I understand that negotiations are well under way which we hope will lead to a settlement.

As to the danger of your house slipping over the roadbed cut, the section in this area is mostly composed of rock. Our best engineering judgment indicates that the house is located on stable ground and that changes of any slippage or settlement are very remote.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe (FBK 2171)
F. D. Morgan
C. T. Keasey
John Bond - Please notify our Legal Division.

(Roseburg Div. Ofc.) FBK:srb

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Coquille, Oregon
February 5, 1968

To: C. T. Keasey
Division Engineer
Roseburg, Oregon

SUBJECT: Assignment 1240-P
Mrs. E. S. Leep
Damage to House
Glen Aiken Creek-Gray Creek Sect.
Coos Bay-Roseburg Highway
Contract No. 6967

ATTN: Carl M. Williams

With reference to Mr. Carl Williams' letter of January 31, 1968 concerning damages to the E. S. Leep dwelling, please be advised of the following:

On February 1, 1968 I contacted Mr. Gene Leep, son of Mr. and Mrs. E. S. Leep, and he advised me that he had talked with a local insurance adjuster representing Groesbeck-Durbin's insurance company about two weeks ago. Mr. Leep informed me that the adjuster said he had obtained estimates for repairing the damage and was turning same over to the insurance company for settlement.

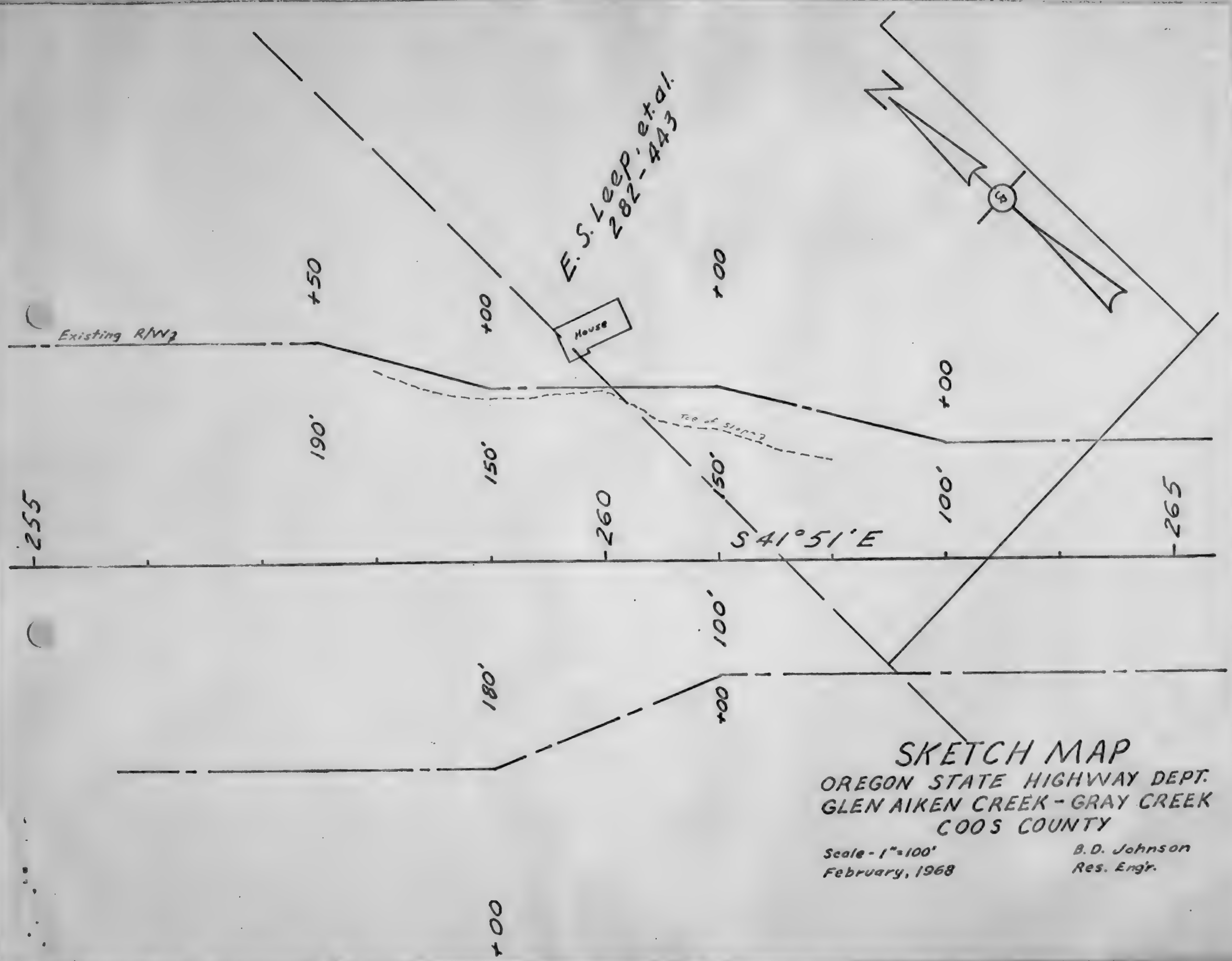
On February 1, 1968 I telephoned the contractor and he assured me that they would contact their insurance agent and in turn advise me of the status concerning the settlement of the claim. The contractor's insurance agent, Mr. John D. McBurney of the Tromp and McKinley Agency in Eugene, Oregon, telephoned my office this date and advised me that he had telephoned the insurance company's Portland office and they had informed him that Denton and Brown Insurance Adjusters of Coos Bay had been retained to go ahead and make a settlement with the Leeps. Mr. McBurney suggested that I contact the adjuster to obtain the status of the claim. I telephoned the Denton and Brown Company and talked with a Mr. Ken Wheeler who advised me that he was going to meet with Mr. Gene Leep this pm and attempt to arrive at a settlement. Mr. Wheeler said that he would advise me as soon as there was a settlement made or should there be any complications he would keep me informed of same.

On Saturday, February 3, 1968 I made an inspection of the exterior of the house and the ground aroundsame. I could not see any evidence that the house had settled or any indication of slippage toward the highway. The house is located some 25 feet back from the top of the cut bank. The depth of the cut is 70 feet and for the most part is through rock. Cross sections indicate 20 feet of overburden.

As per Mr. Williams' telephoned request I am enclosing herewith one (1) sketch map showing the location of the Leep dwelling in relation to the top of cut slope, also inclosed find snapshots taken on February 3, 1968.

Bobby D. Johnson

Bobby D. Johnson
Resident Engineer



SKETCH MAP

OREGON STATE HIGHWAY DEPT.
GLEN AIKEN CREEK - GRAY CREEK
COOS COUNTY

Scale - 1"=100'
February, 1968

B.D. Johnson
Res. Engr.

Terrebonne, Oreg.
Jan. 23, 1968

Routing

Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan

RECEIVED
JAN 29 1968
CONSTRUCTION DIVISION

Re: 6665
Morelock
Trow
Scott
Wills
Litchfield
Olson

Mr. Forrest Cooper
State Highway Dept.
Salem, Oreg.
Dear Sir:

Because of your kind consideration regarding our home, near Sisters on Highway 42, when it was in the process of going through our place, I am coming to you for advice and help with a problem that I know you will do something about.

It has been five months, I think, since the contractor finished the portion of Highway 42 that goes through our farm. Nothing has been done in regard to the damages done in our house caused by the blasting. I was over here at Terrebonne part of the time where the work was in process. When I came home, some of my dishes were on the floor broken. The pendulum on our striking clock was jarred off and the electric clock on the mantel has not run right since. There are many cracks in the walls and ceilings. From the front door of the living room, there is a big crack in the cement floor that extends the full length of the room. It was home in Oct. when there was a heavy wind and rain storm. The two picture windows rattled and quivered, and the rain came in around them as the blasting broke the seal. There are two cracks in the garage stone wall on the south side of the house. The heavy wind drove the rain through, so it kept me busy mopping water in the utility room and around the windows. The house has a flat roof and

Porter

... the blasting showered the roof with rocks causing leaking around the chimney. I don't know just extent of the damage to the house. Our son said the contractor's Insurance co. was to investigate the situation, but nothing has been done as yet. The last time we were over there. It present we are here at his Terrebonne place. My husband feels the house isn't safe, as it might slide off the hill. Is there any testing that could be done to determine if there is danger of the hill sliding. Some of the highway has slid down on the railroad west of our house. The farm is ruined as far as much called raising as all stock has to trucked across a four lane highway. When the flood waters come in the valley, the stock has to be taken out, and there isn't much space to keep the cattle until they can be trucked to the hill land. There is no use to complain about that now, but my concern now is about the condition of the house and is it safe to live in with out fear continually of sliding down in the highway. My husband is in the hospital at present and I do not know the extent of the surgery or how soon he will be able to go over to Coquille.

Please excuse this lengthy letter, but I would surely appreciate some advise concerning these problems.

Thanking you I am

Very Respectfully yours,

Mrs. E. S. Lee
Rte. 1 - Box 274
Terrebonne, Oreg. 97760
present address

RECEIVED
JAN 25 1968
OFFICE OF
STATE HIGHWAY ENGINEER

JAN 22 1968
UNITED STATES GOVERNMENT
FOR Memorandum
F-111(9)
6967

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

477 Cottage St. NE. - Salem OR 97301
DATE: January 16, 1968
In reply refer to: 08-35-DB

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. F. B. Klaboe

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-111(9), Glen Aiken - Gray Creek Section
Coos Bay - Roseburg Highway
Statewide Inspection-in-Depth, Extra Work Orders and Price Agreements

Enclosed is the third inspection-in-depth report prepared by our personnel this year concerning extra work orders and price agreements.

We are pleased to report that no major deficiencies were found and a follow-up inspection will not be required.

Enclosure
Report

NOTED
F. B. KLABOE

via L. Morgan
Marie St. Young
Operator
1-25-68

RECEIVED
JAN 24 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM PR-33D (REV. 10-65) cc:Region (3 cys) 35-67-EID(19)00 U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

Wash DC, thru CONSTRUCTION INSPECTION-IN-DEPTH REPORT

OSHD(Klaboe)File 439 (PPM 20-6.1)

Riedl,Ar E, Admin Mgr (Check appropriate one) ☒ ORIGINAL INSPECTION REPORT ☐ FOLLOWUP REPORT

REGION	DIVISION	COUNTY	PROJECT NUMBER
8	Oregon	Coos	F-111(9)

DATE OF INSPECTION	PHASE(S) INSPECTED
12-12,13-67	Phase 19, Extra Work Orders and Price Agreements

INSPECTION MADE BY	IN COMPANY WITH
H. A. Schell, Area Engr P. V. Riedl, Area Engr W. N. Bryant, Asst Area Engr	Dave Glenn, Field Testing Engr, OSHD Carl Williams, Asst Div Engr, OSHD Bob Johnson, Res Engr, OSHD B. Barnhart, Asst Res Engr, OSHD Howard Hamilton, Officeman, OSHD R. J. Van Cleave, Geologist, OSHD

REPORT PREPARED BY

W. N. Bryant, Asst Area Engr

PROJECT INCLUDES

☒ GRADING AND DRAINAGE ☐ BASE ☒ PAVING ☐ MAJOR STRUCTURES ☐ OTHER (Specify) _____

CONTRACTOR (Name and address)	CONTRACT AMOUNT
Groesbeck and Durbin, Inc. Box 1396 Eugene, Oregon	$1,352,622.20
	PROJECT STATUS (% comp.) 93

LOCATION

The project begins approximately 3.3 miles southeasterly of Coquille, Ore., and ends approximately 3.0 miles northerly of Myrtle Point, Oregon.

REPORT FORMAT: (1) SUMMARY OF FINDINGS: (2) RECOMMENDATION (INCLUDING NEEDED FOLLOWUP ACTION): (3) DETAILED REPORT OF INSPECTION.

(Part of a Statewide inspection-in-depth)

Inspection time: 13 manhours
Travel time: 13 manhours
Write-up time: 2 manhours

GLEN ALLEN - GRAY CREEK SECTION
COOS BAY - ROSEBURG HIGHWAY
Grading and Paving

EXTRA WORK ORDER AND PRICE AGREEMENT PROCEDURES

I. SCOPE OF INSPECTION

This inspection consisted of a comprehensive review of the State's procedure of preparing extra work orders and price agreements and their administration in accordance with the requirements of the contract and issued guidelines. All extra work orders and price agreements on this project were reviewed for content as well as verification of supporting documentation.

(more)

EDITION OF (5-64) IS

An approved guideline was used during the inspection and notes were recorded in the space provided. The guidelines used during the inspection are on file with the Division office copy of this report.

II. FINDINGS AND RECOMMENDATIONS

A. Price Agreements Covering Overruns or Underruns

Finding: Price agreements have not been prepared covering substantial overruns on the following:

Item	Description	% Over- or Underrun
4	Embankment foundation excavation	+117
7	Extra for select rock embankment material	+ 62
14	1" - 0 material in base	+ 65
15	4" - 1" material in base	- 21

Recommendation: Clarification is needed in either the Standard Specifications or Technical Bulletin No. 19 of what constitutes a substantial overrun or underrun and whether it is based on the quantity or monetary amount of the bid item involved. Preparation of Price Agreements covering substantial overruns and underruns on this project, however, is not recommended since all work has now been completed on these items.

B. Documentation of Cost Estimates

Finding: Price agreements issued to establish the price at which adjustments were to be made did not, in most cases, include supporting data showing how the agreed prices were established.

Recommendation: That prior to submission of the order to the Bureau, all agreed prices are adequately justified by the State's cost accounting section or the resident engineer and verified by the cost accounting section.

It is recommended that a copy of this supporting information should be in the resident engineer's file. The resident engineer's final review of this information would protect the State in the event a wrong assumption were made by the cost accounting section - or possibly the resident engineer himself - in the preparation of the order.

(more)

C. Advance Bureau of Public Roads Approval

Finding: The Area Engineer had not been informed of the work to be performed or changes to be covered under Price Agreements Nos. 8 and 9. PA #8 was prepared to cover the cost of furnishing and installing additional guardrail posts and backup plates in accordance with the State's new standard drawing for flared guardrail which has been approved by the Bureau. PA #9 was written to document a change in specified type of prime coat asphalt. One load of MC-250 asphalt (12.34 tons) was delivered and placed instead of the specified RC-250.

Recommendation: It is recommended that the Area Engineer be kept informed of all changes made on the project regardless of participation.

III. GENERAL COMMENTS

Our inspection disclosed no major deficiencies in the preparation, documentation, or administration of extra work orders and price agreements. The deficiencies noted, Findings B and C, appear to be local procedural problems of the division and field offices, and not a Statewide problem. It is recognized that situations do develop during construction which make it difficult - if not impossible - to obtain prior Bureau approval (such as that covered by PA #9) of certain changes. However, it is felt that such problems should be discussed with the Area Engineer as soon as the problem is discovered.

It was again noted, as in past Phase 19 inspections-in-depth, that extra work orders and price agreements do not include a statement regarding time extensions.

FORM E-123X 10M 6-67

RECEIVED
JAN 10 1968
OFFICE OF

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

F-111(9)
6967

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 9, 1968

Southern Pacific Company
65 Market Street
San Francisco, California 94105

ATTENTION: Mr. T. H. Kruttschnitt, Jr.

Re: Slide Correction
Glen Aiken-Gray Creek Sec.
Coos Bay-Roseburg Highway
Coos County
Contract No. 6967
Project No. F-111(9)
YOUR FILE: 911/323

Gentlemen:

A slide occurred near Highway Station 244 on December 4, 1967, on the above-captioned project, and caused your tracks to be shifted about 7 feet out of line. Since that time your track has been restored to line and grade and your forces performed some work in connection therewith.

This is to advise that the State will reimburse the railroad for the actual cost incurred in the physical restoration of your track facility. Please present us with an itemized bill and if it is found to be in order we will process it through the usual channels for payment.

Very truly yours,

F. D. Morgan
Construction Engineer

By: T. W. Litchfield

F. B. KLABOE
FILED

T. W. Litchfield
Utilities Liaison Engineer

cc: SP-Portland
F. B. Klaboe
C. H. Maison
L. R. Chandler
B. F. Johnson
J. E. Holcomb

RECEIVED
JAN 10
OFFICE OF

copy to Young 1-11-68

RECEIVED
JAN 5 1968
FOR FILES

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

F-111(9)
6967

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 4, 1968

Southern Pacific Company
65 Market Street
San Francisco, California 94105

ATTENTION: Mr. T. H. Kruttschnitt, Jr.

Re: Permit for Temporary Haul Road Crossing
Glen Aiken Creek-Gray Cr. Section
Coos Bay-Roseburg Highway
Coos County
Contract No. 6967
Project No. F-111 (9)
YOUR FILE: 911/323

NOTED
F. B. KLABOE

Gentlemen:

As you know, a slide occurred near highway station 244 on December 4, 1967, and caused your tracks to be shifted about 7 feet. Since that time your track has been restored to line and grade, and to avoid the reoccurrence of such a condition the State intends to remove approximately 50,000 cubic yards of material and place it on private property on the West side of the railroad. You will find attached two prints of a portion of sheet 5 of the construction plans (submitted to you with our letter of January 12, 1967), showing the proposed haul road which will cross your tracks at railroad M.P. 790.7. The work will be done by the State's contractor, Groesbeck-Durbin, and equipment to be used will be Euclid R-35 end dump trucks. We estimate there will be 150 crossings per day (75 in each direction).

It is understood that the contractor must supply a certified copy of his own insurance covering this work with the limits $500,000/$1,000,000 and must execute your standard haul road agreement. The State will reimburse the railroad for the costs of railroad protective work, engineering inspection, the installation of the temporary crossing, and whatever adjustment of signal and communication lines is necessary.

Inasmuch as we would like to proceed with this work immediately, we will appreciate your granting this temporary haul road crossing as soon as possible. If further information is required please do not hesitate to contact us.

TWL:ss

cc: F. B. Klaboe (w/attachs.)
L. R. Chandler "
B. D. Johnson "
J. E. Holcomb "

Attachment
cc: SP - Portland (w/attachs.)

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

RECEIVED
JAN 4 - 1968
OFFICE OF

Cut-OFF Ditch
on, 1½:1 Slopes
c.- 335 C.Y.

190

150'

8" Perf.

6" Perf.

260

2'

24"

24"

18" CM.P.
G-2M

255

'00"E.

18" Culv.

18" Conc.

6" Perf.

6° C.R.

6° C.R.

6" Steel

SIGHT DISTANCE
500'+

Abandon
12" Conc.

R/W

240'

260'

SIGHT DIST.
15'+

Proposed
Haul Road

RR Mile Post
790.7

SIGHT DIST.
495'+

Const. Detour

E.S. Leep, et al
282-443

24'

1'

1½:1

Typical
Section

Sta. 255+40 to 259+00, Rt.
Inst. 6" Perf. Drain Pipe - 380'

SIGHT DISTANCES FROM ALL POINTS
ON WEST SIDE OF TRACKS GREATER THAN 200'

Proposed Temporary
Railroad Crossing

℄

Glen Aiken Cr. - Gray Cr. Sec.
Coos Bay - Roseburg Hwy.
Coos County

Dec. 29, 1967 B.D. Jonasson
Scale 1" = 100' Res. Engr.

110
100
90

0 1 2

Scale 1" = 100' Horiz.
1" = 10' Vert.

STATE FORCES NOT INVOLVED

F-111(9) 3
6967

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

project agreement if additional funds are required

DEC 4 1967
Date _____

G-1P

Dist. Engineer
U.S. Bureau of Public Roads

Order No. 10

Project Name Glen Aiken Creek-Gray Creek Date December 28, 1967

Highway Coos Bay-Roseburg Contract No. 6967 F. A. Project No. F-111(9)

County Coos Prefix 6-1015 Account No. 285-10

Description of Work To Be Done:

Restore Southern Pacific Railroad grade and relay and realign track.

Location by Station Numbers:
Right of Station 236+00
Right of Station 241+00 to 247+00

Estimate of Quantities and Costs:

Estimated Lump Sum----------$13,000.00
Itemized statement will be submitted with final billing.

Explanation:
Slide conditions along highway created the necessity for emergency work on the Southern Pacific Railroad in order to restore train service. Southern Pacific crews are best equiped to perform the work. Work begun on December 4, 1967. Permission to proceed with work received from L. R. Chandler on December 4, 1967.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$1,600,743.60
Present estimate of project cost, including $13,000.00 for work under this order	$1,600,743.60
Expected under-run / over-run (amount)	$ 0.00
Expected under-run / over-run (per cent)	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ Bobby D. Johnson
Resident Engineer

Approval Recommended: /s/ Carl M. Williams
Division Engineer

Original to Dpt 3/8

Approval Recommended: /s/ John A. Bond
For Construction Engineer or [redacted]

RECEIVED
MAR - 6 1968
OFFICE OF
STATE HIGHWAY ENGINEER

Approved: /s/ L. H. Young
[redacted] Engineer.
Office Engineer.

State Printing

Form E-208—5M

F-111(7)
6967

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement to additional funds are not P.E.
DEC 28 1967
for
U.S. Bureau of Public Roads

Project Name Glen Aiken Creek-Gray Creek ..... Date Dec. 27, 1967

Highway Coos Bay-Roseburg ..... Contract No. 6967

County Coos ..... Prefix 6-1015

Contractor Groesback-Durbin, Inc. ..... F. A. Project No. F-111(9)

Address P.O. Box 1396, Eugene, Oregon ..... Order No. 5

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Remove fill material as directed in order to stabilize roadbed grade and eliminate danger of shifting Southern Pacific railroad track.

RECEIVED
JAN 2 1968
OFFICE OF
STATE HIGHWAY ENGINEER

Location by station numbers:

Right of Station 235+00 to 236+00
Right of Station 240+00 to 245+00
Right of Station 256+50 to 258+50

Estimate of quantities and cost:

Labor	$10,603.00
Equipment	42,343.00
Move Equipment In and Out	2,955.60
Contractor's Percentage Allowance	8,385.24
Total	$64,286.84

NOTE!
F. B. KLABOE

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Poor foundation necessitates the removal of fill materials in order to stabilize roadbed grade and restore railroad grade to conditions that prevailed before construction. Work has not begun. Funds available in Project Authorization.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$1,600,743.60
Present estimate of project cost, including $64,286.84 for work under this order	$1,600,743.60
Expected under-run / over-run amount	$ 0.00
Expected under-run / over-run per cent	0.00

Space to right of this line is for use of Salem Office

Submitted by: /s/ Bobby D. Johnson
Resident Engineer

Approval Recommended: /s/ G. L. Decker
Asst. Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Carl M. Williams
Division Engineer

Approved: /s/ L. H. Young
Engineer

Groesback

Form A-104—8M

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contingent upon [illegible] of project agreement [illegible] Federal funds are req[illegible]

Date DEC 4 1967 [illegible]

U.S. Bureau of Public Roads

Order No. 9

Project Name Glen Aiken Cr.-Gray Cr. Date December 19, 1967

Highway Coos Bay-Roseburg Contract No. 6967 F. A. Project No. F-111(9)

County Coos Prefix 6-1015 Account No. 274 & 278-09

Description of Work To Be Done:

Stripe, sign and barricade temporary detour for traffic control.

Location by Station Numbers:

Station 232 to 276

Estimate of Quantities and Costs:

Material	$ 750.00
Labor	200.00
Equipment	50.00
Total	$1,000.00

Explanation:

Stripping, signing and barricading of temporary detour is necessary to control traffic through slide area. As the contractor had moved off the project State forces could best expedite the work. Funds are available in Contract Auth. Authority to proceed with work received from the Division Office. Work started December 4, 1967.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$1,600,743.60
Present estimate of project cost, including $1,000.00 for work under this order	$1,600,743.60
Expected under-run / over-run (amount)	$ 0.00
Expected under-run / over-run (per cent)	0.00

Space to right of this line is for use of Salem Office

Submitted by: /s/ Bobby D. Johnson — Resident Engineer

Approval Recommended: /s/ John A. Bond for — Construction Engineer or Bridge Engineer

Approval Recommended: /s/ John Quiner II Asst. — Division Engineer

Approved: /s/ L. H. Young [illegible]

RECEIVED GOVERNMENT
NOV 8 1967
FOR FILING

Memorandum

F-111(9)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : G. R. Brooks, Assistant Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: November 22, 1967

In reply refer to: 08-35-DA

NOTED
F. B. KLABOE

SUBJECT: Oregon Inspection-in-Depth
Quality and Cost Control

We have completed our Statewide inspection-in-depth, Quantity and Cost Control - Phase 24. The inspections were made during the period June - October 1967.

We reviewed 12 projects which were located in 5 of the 6 State Highway divisions. The projects reviewed were as follows:

Division	Project Number	Project Name
Metro	I-405-8(13)	NW. Johnson - SW. Montgomery
	U-318(10)	Vista Ridge Eastbound Tunnel
1	I-80N-2(34)	Bonneville - Hood River County Line
	I-80N-2(35)	Cascade Locks - Mitchell Point
	F-240(3)	Forest Grove - Gaston
2	F-59(3)	Holmes Gap - Basket Slough
	ER-171(2)	Wilson River Highway Milepoint 6.9
	F-221(11)	Delena - Rainier
3	F-111(9)	Glen Aiken Creek - Gray Creek
5	I-80N-5(23)	Irrigon Junction - Stanfield Junction
	I-80N-5(27)	Stanfield Junction - Pendleton
	F-182(5)	Little Beech Creek - Fall Creek

The inspection and record control procedures at the project level provided good control, were in accordance with Oregon State Highway Department requirements, and were applied uniformly throughout the State.

This inspection disclosed that the Oregon State Highway Department has shown a marked improvement in record keeping practices since the last construction season. No significant findings were disclosed by this inspection-in-depth. We wish to commend the State for their improved record control procedures.

11-27-67
REFERRED TO Edwards
Irrigon - Ironsides
BY ASST. STATE HWY. ENGR.
Good work!

RECEIVED
NOV 24 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

cc Young

F-111(9)
6

STATE COPY

Form E-208—8M 6-7

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date JUN 14 1967 By JK Hurt
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name Glen Aiken Creek-Gray Creek — Date June 13, 19 67

Highway Coos Bay-Roseburg — Contract No. 6967

County Coos — Prefix 6-1015

Contractor Groesbeck-Durbin, Inc. — F. A. Project No. F-111(9)

Address P. O. Box 1396, Eugene, Oregon 97401 — Order No. 4

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Maintain and reconstruct fences in fill failure and cut slide areas as directed, repair and maintain detour roads as directed and reshape and grad fill slopes and distorted counter balance fill areas.

Location by station numbers:

179+00 to 383+50 entire project as directed
More especially stations 184+00, 209+00, 230+00 and 257+00

NOTED
F. B. KLABOE

Estimate of quantities and cost:

Labor	$1,200.00
Equipment	3,000.00
Material	900.00
Contractor's % Allowance	765.00
TOTAL	$5,865.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This extra work necessary due to fill failures and cut slides. Work has not begun. Teletype approval to proceed with work received from John Quiner, June 12, 1967. Funds are available in Project Authorization (Slide Correction)

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$1,600,743.00	
Present estimate of project cost, including $5,865.00 for work under this order	$1,600,743.00	
Expected under-run / over-run amount	$0.00	
Expected under-run / over-run per cent	0	

Submitted by: /s/ Bobby D. Johnson, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or ~~Bridge Engineer~~

Approval Recommended: /s/ John Quiner II, Division Engineer
Asst.

Approved: /s/ L. H. Young, ~~Bridge and Highway Engineer~~, ~~Assistant State Highway~~ Office Engineer.

Young 7-5-67

SP*23677-734

Form E-900-6M

6

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Contingent upon modification of project agreement if additional funds are required.

Date JUN 12 1967 By T. Dee

Lit. Eng. Coordinator

U.S. Bureau of Public Roads

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Glen Aiken Creek-Gray Creek Date June 8, 1967

Highway Coos Bay-Roseburg Contract No. 6967

County Coos Prefix 6-1015

Contractor Groesbeck-Durbin, Inc. F. A. Project No. F-111(9)

Address P. O. Box 1396, Eugene, Oregon Order No. 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Shape cut slide for drainage purposes. Work to be performed between top of rock inlay and right of way line.

Location by station numbers:

218+00 to 221+00 left side of centerline.

NOTED
F. B. KLABOE

Estimate of quantities and cost:

Equipment - - - - - - - - - - - -	$ 750.00
Labor - - - - - - - - - - - - - -	150.00
Contractor's 15% Allowance- - -	135.00
	$1,035.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Considerable distortion in slide area above rock inlay makes it necessary to reshape area in order to attain proper drainage. Work has not begun. Funds are available in Contract Authorization (Slide Correction).

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$1,600,743.00
Present estimate of project cost, including $1,035.00 for work under this order	$1,600,743.00
Expected under-run / over-run amount	$ 0.00
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ Bobby D. Johnson, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or [illegible]

Approval Recommended: /s/ John Quiner, Ass't. Division Engineer

Approved: /s/ L. H. Young, [illegible] Office Engineer

SP*23577-731

Approved 6-19-67

FORM E-123X 50M 7-66

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

6962

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 7, 1967

Pacific Power and Light Company
Public Service Building
Portland, Oregon 97204

ATTENTION: Mr. R.H. Sallee

Re: Power Line Relocation
Glen Aiken Creek-Gray Creek Section
Coos Bay-Roseburg Highway
Coos County
YOUR FILE: PD-9-OR-48

Gentlemen:

Your estimates and sketch maps for the adjustment of your facilities on this project, as submitted with your letters of January 27, 1967; February 21, 1967; and March 21, 1967, have been approved by the State. Our Staff Attorney's letters, dated December 27, 1966, covering your 69 KV transmission line and distribution line conflicts on the subject project are hereby amended and a total of 27 conflicts for the two systems is established. Seven of the conflicts are located on private property and 20 on public road right of way. The State will reimburse your company for 25.92 per cent of 7/27 of the total cost of adjusting all the conflicts as set forth in your letter of March 21, 1967. A copy of the revised list of conflicts is attached for your information. This will confirm our verbal authorization to proceed with your work as of January 31, 1967.

If you have not already done so, please contact Mr. G.C. Baker, District Maintenance Superintendent, P.O. Box 606, Coquille 97423, Phone 396-2814, in regard to obtaining a permit for crossing or relocating on State Highway right of way.

Reimbursement for the work performed on or subsequent to January 31, 1967 will be subject to the provisions of PPM 30-4 dated October 15, 1966 upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in the bill.

JMC:sg
Enc.
cc: ~~P.B.~~ Klaboe
L.H. Young (2)
C.H. Maison
L.R. Chandler
Bobby Johnson
G.C. Baker
J.E. Holcomb

Very truly yours,

F.D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T.W. Litchfield
Utilities Liaison Engineer

NOTED
P.B. KLABOE

RECEIVED
APR 11 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-208—6M

F-111(7)
6/67

ORIGINAL

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Cor... project ... [illegible] are ... MAR ... Date 12-G-1P

... Title Dist. Engineer

U.S. Bureau of Public Roa...

Project Name Glen Aiken Cr.-Gray Cr. **Date** March 3, 19 67

Highway Coos Bay-Roseburg **Contract No.** 6967

County Coos **Prefix** 6-1015

Contractor Groesbeck-Durbin, Inc. **F. A. Project No.** F-111(9)

Address P. O. Box 1396 Eugene, Oregon **Order No.** 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Adjust and maintain temporary domestic water lines during construction. Restore domestic water lines upon completion of project.

NOTED
F. B. KLABOE

Location by station numbers:

218+85	Crockett property file	#39822
222+50	Detlefsen property file	#39823
259+50	Leep property file	#39826

Estimate of quantities and cost:

Labor	$360.00
Materials	180.00
Equipment	60.00
Contractor's 15% allow.	90.00
Total	$690.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

It will be necessary to adjust and maintain the domestic water line crossings during construction. Upon completion of the grading it will be necessary to make the permanent installation of the water lines, as provided for on the plans and or the real estate options. Work has not begun. Funds available in contingencies.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$1,600,743.00
Present estimate of project cost, including $ 690.00 for work under this order	$1,600,743.00
Expected under-run / over-run amount	$ 0.00
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ Bobby D. Johnson — Resident Engineer

Approval Recommended: /s/ John A. Bond — Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Jay B. Boyd — Division Engineer

Approved: /s/ L. H. Young

Young 12-19-67

SP-23577-734

RECEIVED
MAR 7 - 1967

Form CO-[illegible]
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

F-111(9)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: March 2, 1967

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project F-111(9)
Glen Aiken Creek - Gray Creek Section
Grading and Paving

As requested in Mr. Young's letter of February 27, 1967 advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of February 27, 1967 in the award of Contract No. 6967 to Groesbeck-Durbin, Inc., of Eugene, Oregon, low bidder in the amount of $1,352,683.20 at the February 2, 1967 bid opening.

A waiver of the permit submission requirement as stipulated in our January 11, 1967 P.S. & E. memorandum is granted as requested by Mr. Young's letter. Your effort to obtain a representative number of the permits is recognized; however, in the future you must strive to have these permits cleared by the required authorization date.

NOTED
F.B. KLABOE

REFERRED TO
[illegible]
By Asst. State Hwy. Engr.
3-6-67

RECEIVED
MAR 3 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAR 6 - 1967
FOR FILING

COMMISSIONERS
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

F-111(9)
6967

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
OFFICE

March 2, 1967

West Coast Telephone Company
P.O. Box 1100
Beaverton, Oregon 97005

ATTENTION: Mr. George Darrow

Re: Telephone Line Adjustment
Glen Aiken Creek-Gray Creek Section
Coos Bay-Roseburg Highway
Coos County
YOUR FILE: Estimate No. 93537

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of February 24, 1967, have been approved by the State. The State will reimburse your company for 17.74 per cent or 11/62 of the total cost of adjusting all the conflicts as agreed on between Mr. C.A. Sissons of your company and Mr. John E. Holcomb, State Highway Department, at a meeting held in Mr. Sissons' office on February 27, 1967. This will confirm Mr. Holcomb's verbal authorization to proceed with your work as of February 14, 1967.

Prior to beginning work, you are requested to do the following:

1. Please contact Mr. George Baker, District Maintenance Superintendent, P.O. Box 606, Coquille 97423, Phone 396-2814, in regard to obtaining a permit for crossing or relocating on State Highway right of way.

2. Contact Mr. Bobby Johnson, Resident Engineer, P.O. Box 336, Coquille 97423, Phone 396-3433, at least three days prior to beginning work so that your work may be coordinated with that of the State's contractor.

Reimbursement for the work performed on or subsequent to February 14, 1967 will be made subject to the provisions of PPM 30-4 dated October 15, 1966 upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in the bill.

Very truly yours,

F.D. Morgan
Construction Engineer

By
T. W. Litchfield

T.W. Litchfield
Utilities Liaison Engineer

JMC:sg
cc: F.B. Klaboe
L.H. Young (2)
C.H. Maison
L.R. Chandler
Bobby Johnson
G.C. Baker
J.E. Holcomb

F.B. CLOSE

RECEIVED
APR 12 1967

F-111 (9)
6967

February 27, 1967

Groesbeck-Durbin, Inc.
P.O. Box 1396
Eugene, Oregon 97401

AGENDA
MAR 14 1967
3 l

Gentlemen:

The State Highway Commission on February 8, 1967, accepted your proposal for grading and paving on the Glen Aiken Creek-Gray Creek Section of the Coos Bay-Roseburg Highway in Coos County for the sum of $1,352,683.20 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of the Bureau of Public Roads is received.

Approval was received and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6967. Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is August 31, 1968.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Enclosures
cc Pacific Builder & Engr., Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.
L. R. Chandler
Bobby Johnson
Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

February 24, 1967

SUBJECT: Permits for Utilities involved on
Glen Aiken Creek-Gray Creek Section
Coos Bay-Roseburg Highway
Coos County

To: Mr. L.H. Young
Office Engineer

BUILDING

Permits have been issued to Coos-Curry Electric Cooperative and Pacific Power and Light Company, but we have not received sufficient information to issue the permit to West Coast Telephone Company.

As you know, employees of West Coast Telephone Company have been on strike until just recently. This has caused a considerable delay in the normal operations of their company, and has made it impossible for them to submit the needed data to us on time. On February 14, 1967, we received an estimate and sketch from the company; however, we were not in agreement as to the number of poles located on private property. This matter will have to be taken up and agreed to in the field before it will be possible to issue an X-permit to the company. Their estimate did not have sufficient breakdown to qualify according to PPM 30-4, and this additional information was requested.

Mr. Holcomb has had numerous conversations with representatives of the telephone company and on at least two occasions, has conferred with them in person in order to expedite the compiling of the information we need. The telephone company has a considerable backlog of their own telephone work which must be done, some of which takes priority over our work. The company has promised the revised estimate and sketch to be in our hands within the next week. We will then write and submit to them the proper permits for their signature. We expect to have these returned by March 10, 1967.

F.D. Morgan
Construction Engineer

By T.W. Litchfield

T.W. Litchfield
Utilities Liaison Engineer

PGP:sg
cc: F.B. Klaboe
R.N. Chase

FORM E-123X 20M 7-66

RECEIVED
FEB 23 1967

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

F 111 (9)

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 20, 1967

Coos-Curry Electric Cooperative, Inc.
Box 460
Coquille, Oregon 97423

Re: Pole Line Relocation
Glen Aiken Creek-Gray Creek Section
Coos Bay-Roseburg Highway
Coos County

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of February 13, 1967, have been approved by the State. You are hereby authorized to proceed with the work as of February 20, 1967.

Prior to beginning work, you are requested to do the following:

1. Please contact Mr. G.C. Baker, District Maintenance Superintendent, P.O. Box 606, Coquille, Phone 396-2814, in regard to obtaining a permit for crossing or relocating on State Highway right of way.

2. Contact Mr. Bobby Johnson, Resident Engineer, P.O. Box 336, Coquille, Phone 396-3433, at least three days prior to beginning work so that your work may be coordinated with that of the State's contractor.

Reimbursement for the work performed on or subsequent to February 20, 1967 will be made subject to the provisions of PPM 30-4 dated October 15, 1966 upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in the bill.

Very truly yours,

F.D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T.W. Litchfield
Utilities Liaison Engineer

JMC:sg

cc: ~~F.B. Klaboe~~
L.H. Young (2)
C.H. Maison
L.R. Chandler
Bobby Johnson
G.C. Baker
J.E. Holcomb

NOTED
F. B. KLABOE

FEB 21 1967

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO, CALIFORNIA 94105

H. M. WILLIAMSON
CHIEF ENGINEER—SYSTEM
R. G. NISSEN
ASSISTANT CHIEF ENGINEER
G. J. LYON
ASSISTANT TO CHIEF ENGINEER
J. A. HOLMES
ASSISTANT TO CHIEF ENGINEER

W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES—SYSTEM
A. D. DeMOSS
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
H. F. DULLY
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

February 6, 1967

IN REPLY PLEASE REFER TO
911/323

Mr. F. D. Morgan
Construction Engineer
State Highway Department
Salem, Oregon (97310)

Atten: Mr. T. W. Litchfield
Utilities Liaison Engineer

Dear Sir:

Please refer to your letter of January 12 with which you furnished construction plans and special provisions for the Glen Aiken Creek-Gray Creek Section of the Coos Bay-Roseburg Highway.

We have reviewed your drawings and find them generally satisfactory from Railroad standpoint. This approval is, of course, conditioned on the State providing access to our facilities at the locations described in (1) and (2) of Mr. Kilborn's December 21 letter to you.

Would also like to point out that the approval of these plans should not be construed as a waiver by Railroad of any just compensation due us by reason of our access relinquishment.

Yours very truly,

HM Williamson
LR

Copies to:
FB Klabole
LR Chandler
Bobby Johnson
JE Holcomb
FD Morgan
w/copy of SPRR's 12-21-66 letter.
2-8-67

Routing
Morgan
Decker
Bond
Barbor
Walker
Glenn
Swan
Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
FEB 8 1967
CONSTRUCTION DIVISION

RECEIVED
FEB 9 1967
OFFICE OF STATE HIGHWAY ENG.

Southern Pacific Company

A. W. KILBORN
SUPERINTENDENT
B. W. BISHOP
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

251 UNION STATION, PORTLAND, OREGON 97209

V. R. RUSSELL
ASSISTANT SUPERINTENDENT
SUNSHINE, CALIF.

December 21, 1966

Routing

IN REPLY PLEASE REFER TO
323-3

Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan

RECEIVED
DEC 22 1966
CONSTRUCTION DIVISION

Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

Mr. F. D. Morgan
Construction Engineer
Oregon State Highway Department
Salem, Oregon, 97310

Attention: Mr. T. W. Litchfield

Dear Sir:

Refer to your letter of December 7, 1966 regarding access control and preliminary plans Glen Aiken Creek-Gray Creek Section Coos Bay-Roseburg Highway and forwarding preliminary plans of highway proposal.

We have reviewed your proposed plans in line with your letter of December 7, 1966 and wish to call your attention to the following exceptions:

(1) Sheet 6 - At the south end of the project at the end of the temporary road connection opposite highway E.S. TC290+74.69PT there is a road from the present highway across our track where no access or improvement is shown on your plans.

(2) Sheet 6 - We now have access to the track area and former loading area adjacent the track in the vicinity of Highway E.S. 275 just north of Gray Creek. Your plans do not show any access to be provided at this location.

Request that access be provided at the above locations from the highway to the track area.

Yours truly,

A. W. Kilborn

COPY TO FRANK HALL - PLEASE INCLUDE ON PLANS, IF POSSIBLE
DH MOEHRING - PLEASE DRAW UP ACCESS CONTROL DOCUMENTS ACCORDINGLY.

12-22-66
I

FORM E-30X—30M—7-66
JAN 20 1967

SP*23687-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 26, 1967

SUBJECT: Glen Aiken-Gray Creek Section
Coos Bay-Roseburg Highway
Coos County

To:

Mr. L. R. Chandler
Division Engineer
State Highway Department
P. O. Box 1128
Roseburg, Oregon 97470

Attention: Mr. J. B. Boyd

Reference is made to your letters of January 16 and 17, 1967 concerning various connections in the Gray Creek area.

After studying your proposals, we have made the following revisions in the design:

1. the "TC" Line grade is being revised to your proposal.

2. The permanent connection to the old highway, as shown on the plans, is being relocated at Station 272+50. From this station the proposed connection will go southerly on top of the counterbalance and tie into the existing road at the first electric coop's substation. Thus the right of way where this connection was shown is being revised to your proposal.

3. Your recommendation for a left turn refuge for the Lee Valley County Road opposite Station 284+50 was denied because it was felt that there was not enough traffic to warrant it.

4. The connection to the old highway that was originally proposed at Station 258+00 is being relocated as you proposed to Station 272+50. The right of way taking at Station 258+00 is being reduced accordingly.

As the project has been advertised for bids and to make it fair to all those holding plans, no revised plan sheets will be distributed until after the contract is awarded.

DLT:fp

cc F. B. Klaboe
Frank Hall

MAILED
F. B. KLABOE

F. D. Morgan
Construction Engineer

By
Donald L. Trout
Rural Engineer

RECEIVED
JAN 27 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 1967
FOR FILING

F-111(9)
6767

Commissioners
J. Pat Metke, Bend
Chairman
Wayne L. Phillips, Baker
Vice-Chairman
John P. Amacher, Winchester
Tallant Greenough, Coquille
Joseph W. Smith, Klamath Falls

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S W ALDER STREET
PORTLAND

Routing
Morgan
Docker
Bond
Barboe
Walker
Glenn
Swan
Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

December 28, 1966

RECEIVED
DEC 29 1966
CONSTRUCTION
DIVISION

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

We have received field investigative reports on the two projects for which plans were submitted to us with your letter of December 9, 1966.

The projects were:

1. Glen Aiken Creek-Gray Creek Section, Coos Bay-Roseburg Highway, Coos County.

2. Coast Fork Willamette River Overflow (M.P.O.9) Bridge, Willamette Highway, Lane County.

Our fishery biologist in the Coquille area reports that our only area of concern is the crossing of Gray Creek. He is of the opinion that the structure provided will be suitable, and he has discussed this with the local engineer. The plan is approved.

We have no comment on the second project. We appreciate the opportunity to present our comments.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR
By
R. O. Koski
R. O. Koski
Chief of Liberations

NOTED
F. B. KLABOE

ROK/dm

cc: Director OFC

12-29-66 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (2)
T. C. Roake
J. E. Morelock
L. R. Chandler (4)
fp

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL - AID PROG

(PPM 21-1)

	REPORT NUMBER (19)(20)	PROJECT LOCATION (45 typewriter spaces) 21 65		PRESENT	FUTURE (66)(70)	YEAR (71)(72)	R
CARD 2	1	S.R. 42 3.0 mi., S.E. Coquille S.E. 1.82 mi.	ADT	3,250	6,200	86	

	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)	P
CARD 3	Gr., Dr., High Type Pave.								

	CLASS OF FEDERAL FUNDS	COUNTY NAME	
CARD	Primary	Coos	
	NAME OF URBAN AREA 17-31	ROUTE NO. P	FEDERAL-AID 14

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE (42)(43 46)	STEP (53)	TERMINI (Full description)	MILES (54)(58)	ESTIMATED PROJECT COST B: TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)(76)
1	(1415)	(16)	41							
5					PE		S.R. 42 3.0 mi. S.E. Coquille S.E. 1.82 mi. (Glen Aiken Cr.- Gray Cr. Section)			
5					ROW					
5					CONST (CODE)			1.82	1,645,000	1,036,000
							PROJECT TOTALS	1.82	1,645,000	1,036,000

CARD 1	CODE 1	PREPARED BY	
1	14	PROGRAM APPROVAL DATES	

(16)(23)(24)(33)

b

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

.82 mi. (65)	ADT	PRESENT	FUTURE (66) (70)	YEAR (71) (72)	REGION	STATE NAME	STATE CODE (2) (3)	APPN CODE (4) (9)	ITEM NO. (14) (18)
		3,250	6,200	86	08	Oregon	35	012	464

FV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) (14) (23)	NUMBER (7) (13)	SEQ. NO.	I. Projects Only POST MI. (24) (26)	DESIG. (27)
					F-	111 (9)			

COUNTY NAME: Coos — CODE: 011 (14) (16)

ROUTE NO. P — FEDERAL-AID: 14 (32) — STATE: 35 (36) (37) — U.S. (41)

PROGRAM STAGE: [ ] 1 OR [X] 2

MILES (54) (58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
					Gr., Dr., 4-12' lanes H.T. pave. with 10' shoulders and 4' median.
1.82	1,645,000	1,036,000	609,000		ROW - 200' normal; access control - partial; parking restrictions - none. Utility - adj. req. incl. prep. work.
1.82	1,645,000	1,036,000	609,000		
	(16) (23)	(24) (33)			

REMARKS

Provisions of PPM 21-4.4 have been or will be complied with where necessary.

USCOMM DUSCOMM-DC 48905-P61

Glen Aiken Cr.-Gray Cr. Section

Project No. F-111(9)

Existing Facility

Roadway: The present roadway has a 20' bituminous penetration surface with 2' shoulders. The section was constructed in 1930 and is very substandard with many sharp curves and inadequate sight distance.

Adjacent Sections

North End: Connects with Project F-111(8)

South End: 20' bituminous surface with 4' shoulders

Project Data

Grade and drain on improved alignment and construct four 12' lanes of high-type pavement with 10' shoulders and 4' median area. Adjustment of such utilities as may be required by the construction.

System Action, Railroads, Airports, Water Development - none involved.

Public Hearing - none required.

9-1606	S. 6th & S. 5th at W. Evergreen Ave. (Redmond) Sec., The	1967
#6968	Dalles-Cal. Hwy. (Traf. signals)	

CAH 5279

RECEIVED
DEC 20 1967
FILES
9-16C6
6968

December 20, 1967

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland, Oregon 97204

Gentlemen:

A post-final payment for $2,010.00 will be made to Electric Corporation on Contract No. 6968 for traffic signal installation at South 6th Street and South 5th Street at West Evergreen Avenue in the City of Redmond in Deschutes County, as soon as the warrant is prepared.

The total amount paid on this contract will be $12,055.00, including the post-final payment. No force account work was performed on this contract.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

gz

cc: Electric Corporation
1375 13th Street SE
Salem, Oregon 97306

C. H. Maison
Attn: John Herr

RECEIVED
JAN 11 1968
FOR FILING

9-1&06
6968

December 13, 1967

#6

Electric Corp.
1375 13th St., SE
Salem, Oregon 97302

Gentlemen:

The State Highway Commission at its meeting on December 12 considered your request for an extension of time on Contract No. 6968 for traffic signals at South 5th and South 6th Streets and West Evergreen Avenue in Redmond in Deschutes County.

After considering the recommendation of the Engineer and other available information, the Commission granted your request for an additional 67 calendar days.

Very truly yours,

Floyd Emery, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
cc J. F. Putnam
Don Pallette
L. H. M Young
Ivan Merchant
C. H. Maison

RECEIVED
NOV 30 1967
FOR FILING
9-1606
6968

November 29, 1967

Oregon State Highway Commission

Request for Extension of Time
No. 6
December 12, 1967 meeting

Gentlemen:

Electric Corporation, contractor for the installation of traffic signals on The Dalles-California Highway at South 5th and South 6th Streets & West Evergreen Avenue in Redmond, Deschutes County, Contract No. 6968, has requested that he be granted an additional 67 calendar days in which to complete the work on the contract without assessment of liquidated damages.

The contract allotted 120 calendar days to complete the work, which forecast a completion date of July 3, 1967. The work was completed September 8, 1967, with a total of 187 calendar days being charged through to completion. This is an overrun of 67 calendar days.

The principal reason for the delay in completing the work was a strike in the pole manufacturing plant which disrupted the pole manufacturer's production schedule for the material, delaying delivery of the poles an estimated 62 calendar days. This occurred early in the contract period. The contractor made a concentrated effort to expedite the work after the poles were received and the signals were activated August 24, 52 days after the specified completion date. The remaining time, 15 calendar days, was consumed in painting the poles and other incidental work.

Delay in completing the work due to nondelivery of the poles is considered to be an extenuating circumstance beyond the control of the contractor. I recommend that the requested

extension be granted without assessment of liquidated damages.

This matter will be on the agenda for your consideration at the December 12 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enc.

CAG:jf:jes

cc: Floyd Query
R. L. Porter
Tom Edwards
V. D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison
J. F. Putnam

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6968 Contractor Electric Corporation

Highway The Dalles-California

Section S. 5th & S. 6th Sts. @ W. Evergreen Ave. (Redmond)

Kind of Work Traffic Signal Installation & Revision

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Strike in the pole manufacturer's plant and the resultant disruption to the manufacturer's production schedule caused delay in delivery of poles and completion of work.

Recommended for Approval:

J. J. Fultano
Division Engineer

Ivan V. Merchant
Construction Engineer or Bridge Engineer

Asst.
State Highway Engineer

Contract No.	6968
Project designation	State (State-Federal)
Date awarded	2-21-67
Work started	3-28-67
Per cent completed	100% 9-8-67 (Date)
No. of ~~Workdays~~ Calendardays Allowed	120
No. of ~~Workdays~~ Calendardays Used	187
No. of Added ~~Workdays~~ Calendardays Requested	67

SP-6206-724

E-220 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date October 4, 19 67

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 120 days to 187 days, within which to complete our Contract No. 6968, without the assessment of liquidated damages. The said contract is described as follows: Traffic Signal Installation, S.6th St. & S.5th St. at W. Evergreen Ave. Redmond, Oregon

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Completion was delayed due to lack of material being delivered to the job. See attached letter of explanation from Econolite.

Respectfully submitted,

ELECTRIC CORP.
Contractor

Gene A. Fields

By Gene A. Fields Vice-Pres.

CONSENT OF SURETY

Date October 4, 1967

We, GENERAL INSURANCE COMPANY OF AMERICA
Seattle, Washington, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

S. A. Boese
Attorney-in-fact

HUGGINS INSURANCE AGENCY
373 NO. CHURCH ST.
SALEM, OREGON

S. A. Boese (SEAL)
Resident Agent

ECONOLITE
3644 Albion Place North - Seattle, Washington 98103
MElrose 3-2159

October 2, 1967

Electric Corporation
P. O. Box 266
1375 - 13th S.E.
Salem, Oregon 97301

Reference: Oregon State Highway Project
5th & 6th Streets @ Evergreen - Redmond
Traffic Signal Installation
Your P.O. 9710-1

Gentlemen:

Per your request we have reviewed the delivery of the traffic signal poles as furnished on this project. Our records provide the following chronoligical order of events leading up to final pole delivery.

March 14, 1967 - Electric Corporation's purchase order received by Econolite.
March 23, 1967 - Econolite's Purchase order to Weld-Rite.
March 30, 1967 - First approved drawings submitted to Electric Corporation.
April 27, 1967 - First approval drawings returned.
May 25, 1967 - Revised approval drawings submitted to Electric Corporation.
June 12, 1967 - Final approval drawings received.
Aug. 2, 1967 - Poles shipped by Weld-Rite.
Aug. 22, 1967 - Final shipment of pole hardware by Weld-Rite.

A review of this list points up one of the problems delaying the pole delivery on this project, approval drawings. The other problem which added to the delay was the fact that the Weld-Rite plant was shut down by a strike from April 17, 1967, until May 15, 1967.

This strike by the Machine Union caused a back-log of orders at the plant which is still adversely affecting delivery of lighting and signal standards. Spring and early summer are traditionally the busiest time for signal projects and the strike coming at this time of year caused a tremendous number of orders to be set back.

The strike not only stopped production but also caused Weld-Rite to lose many talented employees who sought other work and failed to return upon settlement of the strike. So while the strike was only five weeks long, the effects were felt for a period of over two months. It was during this recovery period that the signal poles for the Redmond project were scheduled for production.

There were two basic reasons for the extreme delay in obtaining approval drawings; an effort by the Weld-Rite Company to furnish the best possible product and the approval by the State Highway Department of a pole that was too light to carry the assigned load. The specifications for this project call for a WF-8 Type of pole which is normally manufactured from 10 or 7-gauge steel.

However, the pole on the S.E. corner of 6th and Evergreen had in addition to its signal and lighting load the extra load of 130' of aerial power cable and 3/8" messenger cable. This extra load applied near the top of the pole required that this pole be increased to a WR-14, 3-gauge pole. On the original approval drawings submitted the Highway Department approved the use of a 7-gauge pole for this corner. The Weld-Rite Company noted this and in an effort to avoid later difficulties with the pole, resubmitted drawings detailing the particular problems at this corner. This action by Weld-Rite caused another delay in the production of the pole, but undoubtedly saved much more time, than if the wrong pole had been built and delivered.

These facts are offered not as an excuse but as background to aid in understanding how the manufacture and delivery of the poles was delayed. We can assure you that every effort was made to expedite the production and delivery of these poles. With Weld-Rite's strike problems, material shortages, and military priorities the shipment of poles within 45 days is an outstanding accomplishment. Normal pole delivery has ranged from 90 to 120 days throughout the summer of 1967.

We are sorry for the delay on this order, but feel that when consideration is given to conditions surrounding this particular order, the delay was not unreasonable and should not be grounds for penalties.

Very truly yours,

Lawrence E. Keyser
per rc

Lawrence E. Keyser
District Manager
rc

RECEIVED
OCT 23 1967
FILE FILING
9-1606
6968

October 20, 1967

General Insurance Company of America
Portland Service Office
209 SW 4th Avenue
Portland, Oregon 97204

Gentlemen:

Contract No. 6968 awarded to Electric Corporation for traffic signal installations at South Sixth Street and South Fifth Street on West Evergreen Avenue in the city of Redmond on The Dalles-California Highway in Deschutes County was completed on September 8, 1967, and accepted by the Highway Commission on October 18, 1967.

Final payment in the amount of $618.00 will be released to the contractor after October 27, 1967. The total contract amount is $10,045.00 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

gc

cc: Electric Corporation
1375 13th Street SE
Salem, Oregon 97308

L. H. Young
C. H. Maison
Attn: John Herr

Surety letter
SC 10-2067

RECEIVED
OCT 19 1967
FOR FILING
9-1606
6968

October 19, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed September 8, 1967, on Contract No. 6968. The contract was with the Electric Corporation and was for traffic signal installations at South Sixth Street and South Fifth Street on West Evergreen Avenue in the city of Redmond on The Dalles-California Highway in Deschutes County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 18, 1967, and that you concur in this procedure at the Commission meeting on October 31.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
Ivan Merchant
F. B. Crandall
L. H. Young
J. F. Putnam

srb fn

FORM E-1 REV 12-66

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: S. 6th & S. 5th Sts. & W. Evergreen Ave. (Redmond)		WEEK ENDING: 4-15-67
		SECTION PREFIX: 9-1606
HIGHWAY: The Dalles-California		COUNTY: Deschutes
NAME OF JOB: S. 6th & S. 5th Sts. & W. Evergreen Ave.	KIND OF WORK: Traffic Signal Installation & Revision	
CONTRACTOR: Electric Corporation	CONTRACT NUMBER: 6968	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: 2-21-67	DATE WORK STARTED: 3-28-67	ESTIMATED COMPLETION DATE: 7-1-67
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 4 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 120	CALENDAR DAYS USED 41
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED
PROJECT AUTHORIZATION: $13,275.00		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 10.0%
EXCLUSIVE OF ENGINEERING: $12,331.00	ENGINEERING AUTHORIZATION $944.00	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $12,055.00	ENGINEERING COST TO DATE $ 0	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 9.1%
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 2.2 %	PERCENT OF AUTHORIZATION ____ %	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY	1				
HOURS PER SHIFT	8				

EQUIPMENT USED DURING THE WEEK:
Concrete Saw
Compressor
Jackhammer

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	9	Ptly Cloudy			
MONDAY	10	Cloudy			
TUESDAY	11	Ptly Cloudy			
WEDNESDAY	12	Ptly Cloudy			
THURSDAY	13	Ptly Cloudy			
FRIDAY	14	Ptly Cloudy			
SATURDAY					

Routing E

RECEIVED
APR 17 1967
CONSTRUCTION
DIVISION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
4-9-67 SUNDAY	No Activity
4-10-67 MONDAY	Laying conduit under the street at 5th & Evergreen Intersection.
4-11-67 TUESDAY	Laying conduit under street at 6th & Evergreen intersection.
4-12-67 WEDNESDAY	Laying conduit under the street at 6th & Evergreen intersection. Placed concrete for all eight pole bases at both intersections.
4-13-67 THURSDAY	No Activity
4-14-67 FRIDAY	No Activity
4-15-67 SATURDAY	No Activity

REMARKS

PROGRESS TO DATE: All pole bases poured in place and all conduit placed under the street.

NEXT WEEK: Patch street where conduit was laid.

RECEIVED
HIGHWAY DEPT.
BRIDGE DIVISION
APR 17 1967
AM PM
7,8,9,10,11,12,1,2,3,4,5,6

SIGNED E. B. Tarlett LOCATION Bovid

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

BP-F216

RECEIVED
APR 12 1967

9-1606

6968

February 21, 1967

Electric Corporation
1375 13th Street S. E.
Salem, Oregon 97308

Gentlemen:

The State Highway Commission on February 8, 1967, accepted your proposal for traffic signal installation on S. 6th Street and S. 5th Street at W. Evergreen Avenue in Redmond on The Dalles-California Highway in Deschutes County for the sum of $11,800 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of the City of Redmond is received and the sum of $6,700.00 is deposited by the City.

Those conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6968. Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin March 6, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

VLN
Enclosures
bc Pacific Builder & Engr., Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.

J. F. Putnam
Don Pallette
Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)

RECEIVED
MAR 7 - 1967
FOR FILING

Agenda
4f

9-1606
6968

February 7, 1967

MISC. CONTRACTS and AGREEMENTS No. 3279

City of Redmond
City Hall
Redmond, Oregon

5233

Gentlemen:

We are enclosing for your files a fully executed copy of an agreement covering the traffic signal installation at the intersections of Fifth and Sixth Streets and Evergreen Avenue (US126) in Deschutes County.

A fully executed copy of this agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

lmr
Enclosure

cc: F. B. Crandall
(Xerox Copy)

I-5-2(54) S. Umpqua R. Safety Rest 1967
112 Area Sec., Pacific Hwy.
#6969 (Well const.)

RECEIVED
SEP 20 1967

Memorandum

I-5-2(55)112

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. F. D. Morgan, Construction Engineer

DATE: September 20, 1967

In reply refer to: 08-35-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-5-2(55)112
South Umpqua River Safety Rest Area
Irrigation System

We have reviewed your request to incorporate an automatic irrigation system on portions of the subject project in order to reduce the high hand labor maintenance expense.

We consider this revision as a means of reducing the future excessive maintenance costs that are presently incorporated into the rest areas now being constructed. Thus, we approve your recommendation for the revision and will consider the price agreement for this work when submitted.

9-25-67

REFERRED TO
Morgan - Astrup Young
BY ASST. STATE HWY. ENGR

RECEIVED
SEP 22 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 27 1967
FOR FILING

I-5-2(54)112

6969

A

#4

June 8, 1967

Casey James Well Drilling Company
Route 2, Box 695
Creswell, Oregon 97426

Gentlemen:

The State Highway Commission at its meeting today considered your request for an extension of time on Contract No. 6969 for well construction in the South Umpqua River Safety Rest Area in Douglas County.

After considering the recommendation of the Engineer and other available information, the Commission granted you an extension of nine days.

Very truly yours,

Floyd Emery, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm
cc L.R. Chandler
Howard Harris
L.H. Young
Ivan Merchant
C.H. Maison
Bureau of Public Roads

Form CD-121 (11-63) (Prom. by A.O. 204-10)

UNITED STATES GOVERNMENT

Memorandum

Edwards

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
~~U.S. DEPARTMENT OF COMMERCE~~
~~BUREAU OF PUBLIC ROADS~~
Bureau of Public Roads
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 18, 1967

In reply refer to: 08-35-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

SUBJECT: Oregon FAP I-5-2(54)112
South Umpqua Rest Area
Well Drilling

We have reviewed your letter of May 15, 1967 concerning the extension of this contract by nine days. The extra time was necessary to cover the approved price agreements on the project.

As this work was necessary for the satisfactory completion of the project we concur in your recommendation for extending the contract time by nine days without assessing liquidated damages.

Copy Ivan Yancy

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM MAY 22 1967 PM
7,8,9,10,11,12,1,2,3,4,5,6

NOTED
JOE EDWARDS

RECEIVED
MAY 19 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 30 1967
FOR FILING

I-5-2(4)112

6969

June 29, 1967

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

A post-final payment for $287 will be made to Casey Jones Well Drilling Company on Contract No. 6969 for construction of a well in the South Umpqua River Safety Rest Area on the Pacific Highway in Douglas County as soon as the warrant is prepared.

The total amount paid on this contract will be $3,392.87 including the post-final payment. No force account work was performed on this contract.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc Casey Jones Well Drilling Company
Route 2, Box 695
Creswell, Oregon 97426

C.H. Maison
Attn: John Herr

RECEIVED
JUN 2 - 1967
FOR FILING

I-5-(24)11
6969

June 1, 1967

Oregon State Highway Commission

Request for Extension of Time
No. 4
June 8, 1967 meeting

Gentlemen:

Casey Jones Well Drilling Company, contractor for well drilling at the South Umpqua Safety Rest Area on the Pacific Highway in Douglas County, Contract 6969, has requested an additional 20 calendar days in which to complete the contract work without assessment of liquidated damages.

The contractor was requested to perform extra work (an additional well) which was beyond the scope of the original contract. The contract provides 30 days in which to complete all work, and I recommend that an extension of nine days be allowed to cover the extras. This will prevent the assessment of any liquidated damage. This is a Federal-aid project and we have the concurrence of the Bureau of Public Roads.

The matter will be on the agenda for your consideration at the June 8 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison

CAG:jf / RLP:ms jw

OREGON STATE HIGHWAY COMMISSION

BRIDGE DIVISION
APR 1 - 1967 PM
A M
7 8 9 10 11 12 1 2 3 4 5 6

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. ~~XXXX~~ 6969 Contractor Casey Jones Well Drilling Co.

Highway Pacific

Section South Umpqua River Safety Rest Area

Kind of Work Well Drilling

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Grant an additional 9 days without assessment of liquidated damages because of extra work added.

Recommended for Approval:

John Quaas
Asst. Division Engineer

Ivan V. Muchant
Construction Engineer or Bridge Engineer

Tom Taylor
Asst. State Highway Engineer

Contract No.	6969
Project designation	I-5-2(54)112 Federal / State-Federal
Date awarded	February 14, 1967
Work started	March 6, 1967
Per cent completed	100% April 7, 1967 (Date)
No. of Workdays Allowed	30
No. of Workdays Used	39
No. of Added Workdays Requested	20

State Printing 27989

E -320 (Rev.)—5M—8-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date ....April 3...., 19 67

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from ....30.... days to ....50.... days, within which to complete our Contract No. ....6969...., without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Respectfully submitted,

Casey Jones Well Drilling Co.
Contractor

By Delbert S Jones

CONSENT OF SURETY

Date ....April 3...., 19 67

We, UNITED PACIFIC INSURANCE COMPANY

...., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Genevieve A Bernhardt
Attorney-in-fact
Genevieve A. Bernhardt

(SEAL)

Robert Cross
Resident Agent
Robert Cross

RECEIVED
MAY 24 1967
FOR FILING

I-5-2(54)112.

6967

May 24, 1967

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 6969 awarded to Casey Jones Well Drilling Company for well construction in the South Umpqua River Safety Rest Area on the Pacific Highway in Douglas County was completed on April 7, 1967, and accepted by the Highway Commission on May 23, 1967.

Final payment in the amount of $93.18 will be released to the contractor after June 1, 1967. The total contract amount is $3,105.87 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Casey, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Casey Jones Well Drilling Company
Route 2, Box 695
Creswell, Oregon 97426

L.H. Young
C.H. Maison
Attn: John Herr

[illegible]
MAY - 4 1967
FOR FILING
I-5-1(11) 112
Fred W. Hill, Member
Helix
6769

May 23, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed May 7, 1967, on Contract No. 6969. The contract was with Casey Jones Well Drilling Company and was for the well construction in the South Umpqua River Safety Rest Area on the Pacific Highway in Douglas County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective May 23, 1967, and that you concur in this procedure at the Commission meeting on June 6.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
Lloyd P. Shaw
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
L. R. Chandler

srb jw

RECEIVED
MAY 22 1967

Form CO-121
(11-63)
(Prgs. by
A.G.F. (OPR) E[illegible])

UNITED STATES GOVERNMENT

Memorandum

Edwards

I-5-2(54)112

6969

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

~~DEPT. OF COMMERCE~~
~~BUREAU OF PUBLIC ROADS~~
Bureau of Public Roads
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. ~~Forrest~~ Cooper, State Highway Engineer
Salem, Oregon

DATE: May 18, 1967

In reply refer to: 08-35-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

SUBJECT: Oregon FAP I-5-2(54)112
South Umpqua Rest Area
Well Drilling

We have reviewed your letter of May 15, 1967 concerning the extension of this contract by nine days. The extra time was necessary to cover the approved price agreements on the project.

As this work was necessary for the satisfactory completion of the project we concur in your recommendation for extending the contract time by nine days without assessing liquidated damages.

NOTED
TOM EDWARDS

Copy
Ivan
young
5-22-67

RECEIVED
MAY 19 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAY 16 1967
FOR FILING

I-5-2(54)112

6969

May 15, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: South Umpqua Safety Rest Area
(Well Drilling)
Contract No. 6969
FAP No. I-5-2(54)112

Dear Sir:

The contract for this project allotted 30 calendar days to complete the work. Thirty-nine calendar days were charged through to completion of the work.

The original contract work was complete at the expiration of the allotted 30 days. The extra nine days were consumed in completing extra work authorized by Price Agreement No. 2 (additional exploration in the southbound area) and incidental work of sealing and capping the casing of the well in the southbound area under Price Agreements No. 3 and 4.

Section 8-8 of the contract provides for adjustment of contract time under the conditions cited above. With your concurrence, I propose to recommend to the Highway Commission that the contractor be granted a nine-day extension of time without assessment of liquidated damages.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
Ivan Merchant
L. H. Young

CAG:jf ja

RECEIVED
APR 13 1967

I-5-2(11)112

Fred W. Hill, Member Helix
6969

April 13, 1967

Oregon State Highway Commission

Gentlemen:

There will be an overrun in the project authorization for theSouth Umpqua Safety Rest Area on the Pacific Highway in Douglas County. This is Contract No. 6969. The contractor is Casey Jones Well Drilling Company. The original authorization was for $4,479.18 and it now appears that the final cost will be $5,834.40 or an increase of 30.3 percent.

The principal causes of this overrun were additional well drilling and an overrun of engineering expenses. The additional well drilling was an attempt to find water at a deep level. The result was negative. In small projects of this kind, it is often difficult to keep the engineering cost within 8 percent when continued inspection of the work is necessary.

This matter will be on the agenda for the April 25 meeting and I recommend that you approve the increase.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
I. D. Merchant
L. H. Young
C. H. Maison
L. R. Chandler

RWE:jf jw

RECEIVED
APR 20 1967

STATE COPY

GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND

Fred W. Hill, Member
Helix
I-5-2(54)112
6969

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 12, 1967

Mr. A. W. Parsons
Division Engineer
Dept. of Transportation
Federal Highway Administration
477 Cottage St., N.E.
Salem, Oregon 97301

Dear Sir:

This is to advise you that work was completed on Aptil 7, 1967, on Contract No. 6969, South Umpqua River Safety Rest Area Section, in Douglas County, in connection with Federal-Aid Project No. I-5-2(54)112.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Federal Highway Administration
Oregon Division Office Endorsement

Date: 4-17-67

Conditions noted on above date:

Project completed. No water found in southbound rest area. Plan to re-evaluate and search for water or expand on the well in the northbound area for supplying water to both areas.

NOTED
F. B. KLABOE

A. W. Parsons
Division Engineer

to: Forrest Cooper
Vince Gallagher

By: T. Dec

T. Dec
Engineering Coordinator

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: South Umpqua River Safety Rest Area		WEEK ENDING: April 8, 1967
		SECTION PREFIX: 610-1021
HIGHWAY: Pacific		COUNTY: Douglas
NAME OF JOB: South Umpqua River Safety Rest Area	KIND OF WORK: Well Drilling	
CONTRACTOR: Casey Jones Well Drilling Co.	CONTRACT NUMBER: 6969	FEDERAL AID PROJECT NUMBER: I-5-2(54)112
DATE OF CONTRACT: February 14, 1967	DATE WORK STARTED: March 6, 1967	ESTIMATED COMPLETION DATE: April 7, 1967
AVERAGE FORCE ON PROJECT FOR THE WEEK. MEN: 2 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 30	CALENDAR DAYS USED 39
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 130%
PROJECT AUTHORIZATION: $ 4,479.18		
EXCLUSIVE OF ENGINEERING: $ 4,160.66	ENGINEERING AUTHORIZATION $ 318.52	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 4,177.40 ~~4,160.66~~	ENGINEERING COST TO DATE $ 700.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100%
ESTIMATED PERCENT: OVERRUN / UNDERRUN 1/2 % U	PERCENT OF AUTHORIZATION ~~EXCESS~~ 220 %	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 2	Clear warm	1		Roofing
MONDAY 3	Partly Cloudy	1		
TUESDAY 4	Partly Cloudy	1		
WEDNESDAY 5	Partly Cloudy	1		
THURSDAY 6	Partly Cloudy	1		
FRIDAY 7	Partly cloudy	1		
SATURDAY				

Morgan Pease
Decker
Bond
Barbee Morelock
Walker Trout
Glenn Scott
Swan Wills
Litchfield
Olson
Ben Buford

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APR 1 1967
CONSTRUCTION
DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 2	No activity
MONDAY	Drilled 7½ hours on Southbound area test hole.
TUESDAY 3	Drilled 7.7 hours on Southbound test hole.
WEDNESDAY 5	Drilled 7½ hours on Southbound test hole.
THURSDAY 6	Contractor on standby time for 1½ hours. No activity on project.
FRIDAY 7	Contractor capped Northbound wall and Southbound test hole and moved all equipment and project signs off job.
SATURDAY	

REMARKS

THIS IS THE LAST WEEKLY REPORT!

Project complete

BRIDGE DIVISION
APR 10 1967 AM PM
7 8 9 10 11 12 1 2 3 4 5 6

SIGNED Howard R. Harris LOCATION Roseburg

Howard R. Harris

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

Form E-372 (Rev. 10-66)

I-5-2(54)112

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project South Umpqua Safety Rest Area Date April 3, 1967

Highway Pacific Contract No. 6969

County Douglas Kind of Work Well Drilling Contractor Casey Jones Well Drilling Co.

	Authorized	Estimated
Contract Amount	$3,481.50	$3,384.90
Anticipated Items	500.00	500.00
Contingency (4½%)	179.16	949.50
Engineering	318.52	1,000.00
Credits	-	-
PROJECT COST	4,479.18	5,834.40

NET INCREASE $ 1,355.22

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U).
(List all unanticipated items)

		Expected Amount	Net Change
(c)	P. A. #1 Specification change for gravel pack	$60.00	(-)$28.00
(u)	P. A. #2 Continue Drilling Test Hole to 200 Feet	$800.00	(+)$800.00
(u)	P. A. #3 Furnish, install and seal casing S. B. Area	$89.50	(+)$89.50
	Engineering	$1,000.00	(+)$681.48

APPROVED BY
STATE HIGHWAY COMMISSION
DATE 4-25-67

Principal reasons for overruns (Continue on reverse side): It was decided to drill test hole in Southbound Area to a depth of approximately 200 feet which is an additional 160 feet over original estimate. Test hole required casing due to caving. In regards to engineering it is necessary to have oneman on the project at all times and at least two men during testing operations.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by [signature] Resident Engineer

Confirmed by [signature] Division Engineer

Noted by [signature] Construction & Bridge Engineer

Noted by [signature] ASST. Deputy or Asst. Highway Engineer

SP*32700-724

FORM E-123X ROM 4-62

RECEIVED
APR 1 - 1967
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH A. HOLLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

NOTED
F. B. KLAGGE

Roseburg, Oregon
March 24, 1967

Casey Jones Well Drilling Co.
Route 2 Box 695
Creswell, Oregon 97426

South Umpqua Rest Area
Well Drilling
Pacific Highway
Douglas County
Contract No. 6969

Dear Sir:

In regards to your letter, dated March 23, 1967, requesting a time extension on above project, attached are forms to formally request an extension. It is felt the reason stated in your letter in regard to weather is not sufficient reason for an extension. Bids on the project were received February 2, 1967, with a completion time limit of 30 calendar days. Due to the time of year, it was to be expected that wet conditions would exist.

In your letter you say that in as much as the test hole drilling is paid for by the hour, moving from one drill site to another should be paid for by the hour. In the last paragraph on page 14 of the Special Provisions of the project, it states that Payment for item (a), Moving Costs, shall be full compensation for all costs involved in moving onto the project, moving from one location of work to another within the project, as well as moving off the project after completion of the work.

Yours truly,

Howard R. Harris
Resident Bridge Engineer

Attach: 6

cc: Ivan D. Merchant
F. D. Morgan
Mark Astrup
L. R. Chandler

MAR 29 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Routing
Morgan
Decker
Bond
Barbee
Walker

RECEIVED
MAR 1967
CONSTRUCTION
DIVISION

cc Kaber & Shipe - 3/24/67

CASEY JONES WELL DRILLING CO.

RT. 2 BOX 695 Phone 747-2806

CRESWELL, OREGON 97426

1 Mile East Of Pleasant Hill School On Hwy. 58

5106

MAR 24 67

REFERRED TO
Admin.
BY SECRETARY

State of Oregon
State Highway Department
Salem, Oregon 97310
Project #1 052054 Contract #6969

REFERRED TO
Labor
BY DEPUTY

South Umpqua River Safety Rest Area
Douglas County, Oregon

Dear Sirs:

We have completed our contract except for item # 13 Test Hole Drilling, Southbound Area, estimated 8 hrs, unit price $25.00 per hr. We have attempted to move to test hole drilling site but owing to rainny weather and waste fill we were unable to move to designated location even with use of air field steel landing mats. The drilling site is approximately 200' from the road.

We would like an extension of time to allow ground to dry sufficiently so we will be able to move our equipment on to the job site.

In as much as this test hole drilling work is by the hour and we are drilling as deep and as many locations as you decide, we feel we should be paid by the hour for moving from one job site to another. However when the ground dries out sufficiently so we can move from one well site to another without difficulty this would be immaterial as it would only be a mater of minutes.

Our intent is to do this test hole drilling as soon as the ground condition permits.

Very truly yours,

CASEY JONES WELL DRILLING CO.

Delbert S Jones

Delbert S. Jones

DSJ/r

March 23, 1967

RECEIVED
MAR 29 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 24 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Routing

Morgan	Paase
Decker	Morelock
Bond	Trout
Barbee	Scott
Walker	Wills
Glenn	Litchfield
Swan	Olson

RECEIVED
MAR 24 1967
CONSTRUCTION
DIVISION

RECEIVED
MAR 24 1967
OREGON
STATE HIGHWAY COMMISSION

STATE COPY

Form Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
3-68		Oregon
PROJECT REPORT NO.	FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	COUNTY
4 (1461)	- E (67)	Douglas
		PROJECT NO. I-5-2(54)112

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

South Umpqua River Safety Rest Area.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	1-11-67	0.00
OTHER (Specify)		

FUNDS

FAP Route 92.25

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 3,829.00	$ 3,500.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. K. Klobe

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

A. W. PARSONS, Division Engineer

By L. R. Backlund, Admin. Manager
(Division Engineer)

Date executed by Division Engineer MAR 3 1967

Oregon State Highway Department

Federal-Aid
Project No. I-5-2(54)112

SOUTH UMPQUA RIVER SAFETY REST AREA

ON THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

Project agreement estimate.

Salem, Oregon, February 16, 1967

Type Code Y021
Well Construction (Sta. 3175+00)(Sta. 3217+00)(Contract No. 6969)

Moving Cost	All Required		$ 200.00
Preliminary Pumping Test, Northbound Area	4 hour	$20.00	80.00
Drilling Well, 0-60 Feet Deep, Northbound Area	All Required		1,200.00
Furnish and Install Casing	125 lin.ft.	2.50	312.50
Perforate Well Casing	280 sq.in.	0.20	56.00
Gravel-Pack in Place	4 cu.yd.	22.00	88.00
Polyphosphate Treatments, Northbound Area	All Required		200.00
Well Development	45 hour	17.00	765.00
Pumping Test	10 hour	17.00	170.00
Standby Time	20 hour	4.00	80.00
Abandonment of Hole	2 only	25.00	50.00
Filling Abandoned Hole	2 only	40.00	80.00
Test Hole Drilling, Southbound Area	8 hour	25.00	200.00
	Subtotal		$3,481.50
	10% Engr. & Cont.		347.50
	Total		$3,829.00

Length of Project - - - - 0.00 Mile

Retained in Program Status

Polyphosphate Treatment S.B. (E.W.O.)	All Required	$ 500.00
	Subtotal	$ 500.00
	10% Engr. & Cont.	50.00
		$ 550.00

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds	State Funds
Well Construction	$3,829.00	$3,500.00	$ 329.00
Retained in Program	550.00	500.00	50.00
	$4,379.00	$4,000.00	$ 379.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal-Aid
Project No. I-5-2(54)112

SOUTH UMPQUA RIVER SAFETY REST AREA

ON THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

P.S. & E. Estimate.

Salem, Oregon, December 30, 1966

Type Code Y021
Well Construction (Sta. 3175+00) (Sta. 3217+00)

Moving Cost	All Required		$ 100.00
Preliminary Pumping Test, Northbound Area	4 hours	$20.00	80.00
Drilling Well 0-60 Feet Deep, Northbound Area	All Required		500.00
Furnish and Install Casing	125 l.ft.	3.50	437.50
Perforate Well Casing	280 sq.in.	0.75	210.00
Gravel - Pack in Place	4 cu.yd.	50.00	200.00
Polyphosphate Treatments, Northbound Area	All Required		200.00
Well Development	45 hours	12.00	540.00
Pumping Test	10 hours	20.00	200.00
Standby Time	20 hours	8.00	160.00
Abandonment of Hole	2 only	40.00	80.00
Filling Abandoned Hole	2 only	50.00	100.00
Test Hole Drilling, Southbound Area	8 hours	25.00	200.00
	Subtotal		$3,007.50
	10% Engr. & Cont.		300.50
	Total		$3,308.00

Length of Project ———————— 0.00 mile

Retained in Program Status

Polyphosphate Treatment S.B. (EWO)	All Required		$ 500.00
	Subtotal		$ 500.00
	10% Engr. & Cont.		50.00
	Total		$ 550.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Well Construction	$3,308.00	$3,050.00	$258.00
Retained in Program	550.00	500.00	50.00
	$3,858.00	$3,550.00	$308.00

RECEIVED
FEB 23 1967

I-5-2 (54) 112

Form 03-121 (11-63) (Proc. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

6969

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: February 20, 1967

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project I-5-2(54)112
South Umpqua River Safety Rest Area
Well Construction

As requested in Mr. Young's letter of February 16, 1967 advising that all rights of way or rights of entry and access rights have been acquired for the above project, we hereby concur as of February 14, 1967 in the award of contract No. 6969 to Casey Jones Well Drilling Co., of Creswell, Oregon, low bidder in the amount of $3,481.50 at the February 2, 1967 bid opening.

NOTED
F. B. KLABOE

REFERRED TO
Young
BY ASST. STATE HWY. ENGR
2-23-67

RECEIVED
FEB 24 1967
OFFICE OF

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

APR 12 1967

FC 2(54) 112

6969

February 15, 1967

Casey Jones Well Drilling Co.
Route 2, Box 695
Cresswell, Oregon 97426

Gentlemen:

The State Highway Commission on February 8, 1967, accepted your proposal for well construction in the South Umpqua River Safety Rest Area on the Pacific Highway in Douglas County for the sum of $3,481.50 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of the Bureau of Public Roads is received.

Approval was received and the State Highway Engineer on February 14, 1967, awarded you the project, which has been assigned Contract No. 6969. Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin February 28, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wlm
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.
L.R. Chandler
Howard Harris
Frank Morgan
L.H. Young
I.D. Merchant
C.D. Matthis (SIAC)
Mark Astrup

F. B. Klaboe

RECEIVED
JAN 11 1967
FOR FILING

SP°23687-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 9, 1967

I-5-2(54)112
6967

To: Mr. L. H. Young
Office Engineer

BUILDING

SUBJECT: Right of Way Status
FAI Projects
February 2 Bid Opening

As a supplement to Mr. Moehring's letter on the above subject dated December 29, 1966, please include the following:

All right of way, rights of entry and rights of access have been acquired and the contractor can make immediate entry on project I-5-2(54)112, South Umpqua River Safety Rest Area, Pacific Highway, Douglas County: Well construction.

Relocation advisory assistance has been offered where necessary in compliance with Paragraph 9d of PPM 21-4.4.

NOTED
F.B. KLABOE

G. E. ROHDE
Chief Counsel

John R. Oakes
Assistant Right of Way Engineer

JRO:CE
cc: F. B. Klaboe
C. H. Maison
G. E. Rohde
M. R. Mitchell
W. H. Haskin
Frank Lowe
Duane Ridings

RECEIVED
JAN 18 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Commissioners
J. Pat Metke, Bend
Chairman
Wayne E. Phillips, Baker
Vice-Chairman
John P. Amacher, Winchester
Tallant Greenough, Coquille
Joseph W. Smith, Klamath Falls

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

I-5-2(54) 112
6969

December 23, 1966

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan
Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
DEC 27 1966
CONSTRUCTION
DIVISION

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

We have reviewed the plans for the following projects referred to in your letter of December 19,1966.

1. Cabin Creek Safety Rest Area Section, Pacific Highway, Douglas County.

2. Neil Creek-California Line Section, Pacific Highway, Jackson County.

3. Stanfield Safety Rest Area Section, Old Oregon Trail Highway, Umatilla County.

4. South Umpqua River Safety Rest Area Section, Pacific Highway, Douglas County.

There will be no conflict with wildlife resources as a result of any of the above projects, so they are approved.

We appreciate the opportunity to make comments on the projects.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

ROK/dm 12-27-66 Copies to: F. B. Klaboe
L. H. Young
cc: Director OFC Frank Hall (4)
T. C. Roake
J. E. Morelock
L. R. Chandler (6)
A.F. Parson (2)
fp

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Section SOUTH UMPQUA SAFETY REST AREA Highway PACIFIC (PAR 3) County DOUGLAS Prefix S10-1960

Mes. Engr. _____ Approx. Length _____ Miles. Sta._____ to Sta._____ Date 9-12-66

Truck A.D.T. 234 Traffic Coefficient 9.0 18 kip s.a. per day 164.0.

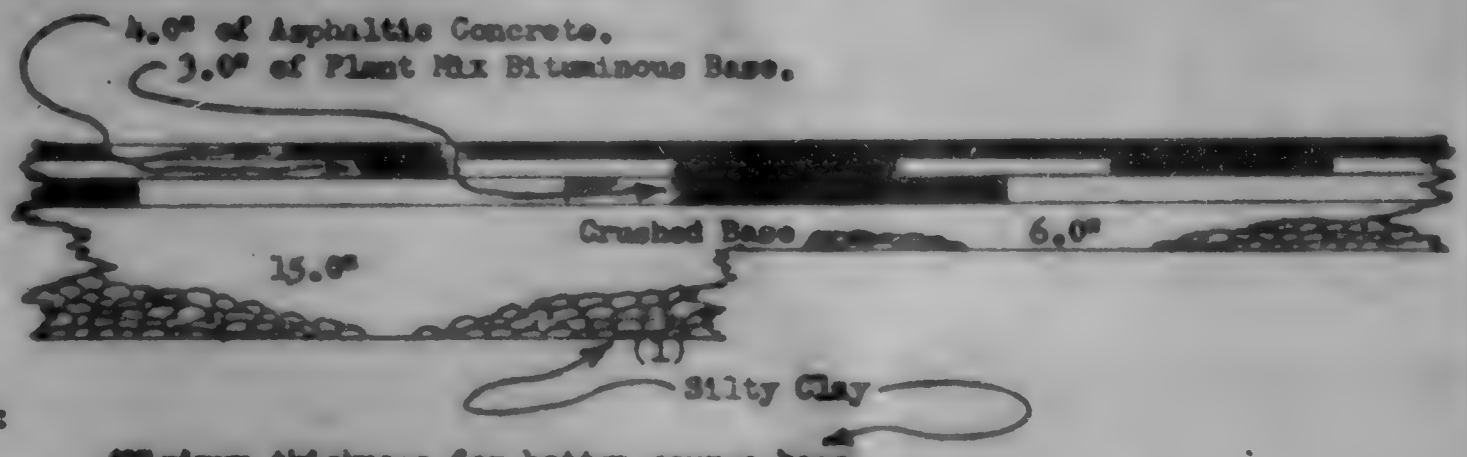
Annual Precipitation 38.04 (Myrtle Creek) Frost Penetration - - - - - - - -.

(1)
Typical Soil
31 LL
12 PI
92 %P 10
65 %P200
8 %Gravel
13 % Sand
14 % Sand
36 %Silt
29 %Clay
11 "R" Value

AASHO CLASSIFICATION:
A-6 (7)

MATERIAL SOURCES:
To be determined by the Engineer.

(2) ACCELERATION, DECELERATION LANES, AND TRUCK PARKING



*Minimum thickness for bottom course base.

(3) CARS ONLY

Values assigned various components of the roadway structure:

1.0" Asphaltic Concrete	=	2.0" Crushed Base
1.0" Plant Mix Bituminous Base	=	1.83" Crushed Base
1.0" Oil Mat	=	1.1" Crushed Base
1.0" Stone Subbase (Per Standard Specifications) (plus Supplementals)	=	0.8" Crushed Base

	CBE Total Req.	Credit Thick	Actual Thick	
(2)	28.5	8.0 5.5 15.0 28.5	4.0 3.0 15.0 22.0	A.C. P.M.B. Cr.
(3)		8.0 5.5 6.0 19.5	4.0 3.0 6.0 13.0	A.C. P.M.B.B. Gr. Base

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
[redacted]
Rural Engineer

Submitted by E. J. Engr
Staff Assistant

Recommended by C. Wilson
Asst. Engineer of Materials

Recommended by L. L. Dirker
Construction Engineer

Approved by [illegible]
Asst. State Highway Engineer

NOTED
F. B. KLABOE

FOR [illegible]
SEP 20 1966

SECTION. South Umpqua Safety Rest Area

HIGHWAY: Pacific (PAR 3)

COUNTY: Douglas

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year: _____

A. Present ADT 850 (Total)

B. Future ADT 1900 (Total)

C. Mean ADT 1375 (Total)

D. Design Period 20 Years

E. No. of Lanes One Way & Parking

F. Percent Trucks 17 (ADT Basis)

G. Trucks (in one direction) $\frac{F}{2}$ .085 x (C) 1375 = 234

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 234 x (H) 100 % = 234

TRAFFIC COEFFICIENT = K (I) $^{0.119}$
where K = 4.669

9.0

SECTION: South Umpqua Safety Rest Area

HIGHWAY: Pacific (FAR 3)

COUNTY: Douglas

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: None made - See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable
13. Traffic Safety: See remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction

CONCLUSION AND REMARKS:

This is a short section and the cost of moving gigid type paving equipment on to the project would be quite high.

S-557(1) Rock Cr. (Wolf Hollow) Br. 1967

#6970

C4A* 3241

OREGON STATE HIGHWAY DEPARTMENT

HIGHWAY DEPARTMENT INVOICE

NO. 90535

FORM A-180 (3-64)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
2-21-67	CC 1050		511-1068-297

•
• Gilliam County
• Courthouse
• Condon, Oregon

Attn: Gilliam County Court

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit			7,400.00
Partial transfer of advance deposit for the Rock Creek (Wolf Hollow) Bridge Section, FAS 921. Covered by agreement dated January 17, 1967.			4,000.00
To be retained			3,400.00

RECEIVED
FEB 27 1967
ENGINEER
COUNTY & CITY DIVISION

NOTED
RICHARD UNREIN

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $_____

By _____

Monthly transaction number: 2-53	FOR[illegible]-2A (RE[illegible]-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	Oregon
Project report number: 9	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 2-7-68	County: Gilliam
Modification number: 1		Project number: S-557(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on March 6, 1967, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 36,162	$ 39,349
Federal funds	$ 22,900.00	$ 24,326.94
Other revisions		

This modification is made for the following reasons:

Final voucher.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 7th day of February, 19 68.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By [signature]

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

A. W. Parsons, Division Engineer

By L. R. Backlund
(Division Engineer)
L. R. Backlund, Admin Manager

US COMM-DC 26364-P65

STATE COPY

Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO.		STATE
3-67	FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	Oregon
PROJECT REPORT NO.		COUNTY
4 6970	3-6-67	Gilliam
		PROJECT NO.
		S-557(1)

PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Rock Creek (Wolf Hollow) Bridge, FAS 921.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	1-9-67	0.002
OTHER (Specify)		

FUNDS Fed Rate 63.5%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 36,162.00	$ 22,900.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By B Kluboe

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

A. W. PARSONS, Division Engineer

By L. R. Backlund, Admin. Manager
(Division Engineer)

Date executed by Division Engineer MAR 6 1967

Oregon State Highway Department

Federal Aid
Project No. S-557(1)

ROCK CREEK (WOLF HOLLOW) BRIDGE

ON FAS 921 IN GILLIAM COUNTY

Project agreement estimate.

Salem, Oregon, February 23, 1967

Type Code X021
Structure Bridge #11008A (Sta. 5+80 to Sta. 6+90)(Contract No. 6970)

Shoring, Cribbing, Etc.	All Required		$ 1,500.00
Structural Excavation	210 cu.yds.	$ 8.00	1,680.00
Structural Excavation Below Elevation Shown	20 cu.yds.	20.00	400.00
Class "A" Concrete (234 cu.yds.)			21,175.00
Metal Reinforcement (58,000 lbs.)			8,120.00
	Subtotal		$32,875.00
	10% Engr. & Cont.		3,287.00
	Total		$36,162.00

Length of Structure - - - - - - - - 0.002 Mile

Federal Funds -	$22,900.00
State Funds -	6,631.00
County Funds -	6,631.00
	$36,162.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.
State Funds for Maint.: Chap. 529, laws 1939.

S-5577(1)
6970

FORM E-1 (REV 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Biddle Road Interchange		WEEK ENDING: December 30, 1967
		SECTION PREFIX: 15-1149
HIGHWAY: Crater Lake		COUNTY: Jackson
NAME OF JOB: Biddle Road (Medford) Interchange	KIND OF WORK: Grading, Paving, Structure, Signing & Illumination	
CONTRACTOR: M. C. Lininger & Sons, Inc.	CONTRACT NUMBER: 6970	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: January 13, 1967	DATE WORK STARTED: January 4, 1967	ESTIMATED COMPLETION DATE: June 1, 1968
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 315	CALENDAR DAYS USED 308
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 98
PROJECT AUTHORIZATION: $704,612.70		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 95
EXCLUSIVE OF ENGINEERING: $654,506.91	ENGINEERING AUTHORIZATION $50,105.79	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $615,506.29	ENGINEERING COST TO DATE $52,200.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 95
ESTIMATED PERCENT ~~OVER~~ UNDERRUN: 6 %	PERCENT OF AUTHORIZATION 104 %	DATE PROJECT WAS COMPLETED: 95

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	68	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.19	0.19			0.19
MILES PARTIALLY COMPLETED					0.07
MILES COMPLETED	0.19	0.19			
TOTAL ESTIMATED QUANTITIES (CONTRACT)	51,900	37,350			13,490
TOTAL QUANTITIES CORRECTED TO DATE	48,632	34,145			13,490
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	48,632	34,145			9,194
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					614
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	9590							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Cloudy - Cold			
MONDAY	Cloudy - Cold			Holiday
TUESDAY	Cloudy - Cold			
WEDNESDAY	Cloudy - Cold			
THURSDAY	Cloudy - Cold			
FRIDAY	Cloudy - Cold			
SATURDAY	Cloudy - Cold			

Routing

Morgan — Peace
Decker — Morelock
Bond — Trout
Barbur — Scott
Walker — Wills
Glenn — Litchfield
Swan — Olson

RECEIVED
JAN
CONSTRUCTION
DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No activity
TUESDAY	No activity
WEDNESDAY	No activity
THURSDAY	No activity
FRIDAY	No activity
SATURDAY	

REMARKS

No activity on this project this week.

B. E. Brown

SIGNED B. E. Brown, Resident Engineer LOCATION Medford

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
OCT 23 1967
FOR FILING
S-5557(1)
6970

October 20, 1967

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

Contract No. 6970 awarded to Merlin R. Stam for construction of the Rock Creek (Wolf Hollow) Bridge on FAS 921 in Gilliam County was completed on June 30, 1967, and accepted by the Highway Commission on October 19, 1967.

Final payment in the amount of $1,643.75 will be released to the contractor after October 27, 1967. The total contract amount is $34,800 including $466.91 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

cc Mr. Merlin R. Stam
1974 Pierce Street
Eugene, Oregon 97405

bc L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
OCT 19 1967
FOR FILE

S-557(1)

6970

October 19, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed June 30, 1967, on Contract No. 6970. The contract was with Merlin R. Staw and was for a structure on the Rock Creek Bridge Section in the city of Wolf Hollow on FAS 921 in Gilliam County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 19, 1967, and that you concur in this procedure at the Commission meeting on October 31.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
Ivan Merchant
F. D. Morgan
L. H. Young
A. F. Parson

srb fn

February 21, 1967

Gilliam County Court
Courthouse
Condon, Oregon

Rock Creek (Wolf Hollow) Bridge
FAS 921
Gilliam County

NOTED
P. B. Arensmeier

Gentlemen:

This is to acknowledge receipt of your advance deposit of $7,400 for the subject project.

Very truly yours,

H. S. Cox
County and City Engineer

By

NOTED
HAROLD
REYNOLDSON

Harold Reynoldsen
Planning Engineer

HR:mr

NOTED
RICHARD UNREIN

NOTED
R. H. PRANGE

NOTED
MAINOR C. HOLMES

NOTED
DON MAXWELL

RECEIVED
APR 12 1967

S-557(1)

6970

Bid pub-2

February 20, 1967

Mr. Merlin R. Stam
1974 Pierce Street
Eugene, Oregon 97405

Dear Mr. Stam:

The State Highway Commission on February 8, 1967, accepted your proposal for construction of the Rock Creek (Wolf Hollow) Bridge on FAS 921 in Gilliam County for the sum of $32,875 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of Gilliam County is received and the sum of $7,400 is deposited by the County.

Those conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6970. Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin March 4, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.

A. F. Parson
Glen Abernathy
Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis

RECEIVED
JAN 19 1967

FILING
S-557(1)
6970

January 18, 1967

Gilliam County Court
Courthouse
Condon, Oregon

MISC. CONTRACTS and
AGREEMENTS No. 3241

Gentlemen:

We are enclosing for your files a fully executed copy of a finance-construction agreement covering the Rock Creek (Wolf Hollow) Bridge Section on FAS 921 in Gilliam County.

A fully executed copy of this agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

lmr
Enclosure

cc: H. S. Cox
Attn: D. N. Harwell
(Conformed Copy)

RECEIVED
JAN 11 1967
ENGINEER
COUNTY & CITY DIVISION

MONTHLY TRANSACTION NO. 1-38

DATE SUBMITTED TO W. O. JAN 10 1967

FORM PR-1 (REV. 4-61)

FEDERAL-AID PR
(PPM 2

CARD															
CARD 2	REPORT NUMBER (19)(20) 1	PROJECT LOCATION (45 typewriter spaces) 21 Co.Rd. 10 Mi. S.E. of Olex 65			ADT	PRESENT 20	FUTURE (66)(70) 40	YEAR (71) 86							
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 One RCDG Bridge 62	NATL. FOREST (63)(68)	FH ROUTE NO. (66)(69)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73) A-3	PL. AUTH (74)							
CARD 4	CLASS OF FEDERAL FUNDS Secondary	COUNTY NAME													
	NAME OF URBAN AREA 17-31	ROUTE NO. S	FEDERAL-AID 92												

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT CO: TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(18)	41	42	43 46	53		(54)(58)	(59)(66)	(67)(76)
5					PE		Co.Rd. 10.0 Mi. S.E. of Olex /Wolf Hollow (Rock Creek) Bridge/			
5					ROW					
5	30			3	CONST (CODE) X021			0.021	50,000	30,000
							PROJECT TOTALS	0.021	50,000	30,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	(16) (23)(24)

JAN 9 1967

RECEIVED
JAN 11 1967
ENGINEER
COUNTY & CITY DIVISION

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
(65)		20 (66)	40 (70)	86 (71) (72)	08	Oregon	35 (2) (3)	022 (4) (9)	966 (14) (18)

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only: POST MI.	DESIG.
(68) (69)	(70)	(71)	A-3 (72) (73)	(74) (76)	S- 14 29	557(1) 7 13		(24) (26)	27

COUNTY NAME: Gilliam — CODE: 021 (14) (16)

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO. S — FEDERAL-AID: 921 — STATE: Co.Rd. (32) (36) (37) — U.S. (41)

MILES (54) (58)	TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
					Construct one RCDG bridge, length 110', H.C. 28'.
					ROW-200' Max.; Access Control-None; Parking Restrictions-None.
0.021	50,000	30,000	10,000	10,000 (Co.)	
0.021	50,000	30,000	10,000	10,000 (Co.)	

ESTIMATED PROJECT COST BY PHASES

(16) (23) (24) (33)

REMARKS

Relocation Assistance - None involved.

USCOMM DUSCOMM-DC 48905-P61

WOLF HOLLOW (ROCK CREEK) BRIDGE

PROJECT S-557(1)

Existing Facilities

60-foot steel pony truss bridge, 26-foot roadway. Rock bluff at the easterly end of bridge.

Adjacent Sections

East End: 20' gravel surface with 3' shoulders.
West End: Same as east end.

Project Data

Construct a RCDG bridge 110 feet long and 28 feet wide on new alignment. County will construct approaches on the new alignment. The old bridge to be used as detour during construction and removed by county.

Right of Way:	Maximum 200 feet.
Access Control:	None.
RR Xing:	None.
Minimum Design Standards:	None.
System Action:	Not required.
Public Hearing:	Not required.
Unusual or Complicated Situations:	None.
Route Data:	Farm-to-market road, school bus and mail route. No former projects on this route.

COUNTY COURT

JAMES O. BURNS, County Judge
CLARENCE POTTER, Co. Comm.
FRANK M. WEATHERFORD, Co. Comm.

COUNTY OFFICERS

C. L. KENDALL, Assessor
EDWIN P. MORGAN, Clerk
VOLNEY THOMAS, Sheriff
MARGARET GRABENHORST, Treas.

GILLIAM COUNTY

CONDON, OREGON

OFFICE OF THE
COUNTY CLERK

RECEIVED
DEC 9 - 1966
ENGINEER
COUNTY & CITY DIVISION

NOTED
H. S. COX

NOTED
P. B. Arensmeier

December 8, 1966

Mr. H. S. Cox
Oregon State Highway Department
City-County Division
State Highway Building
Salem, Oregon

RE: Wolf Hollow-(Rock Creek)
Bridge, FAS 921

NOTED
RICHARD UNREIN

Dear Sir:

In reply to your letter of November 14, 1966, regarding the above named project, Gilliam County feels that a 32 foot bridge would be in excess of traffic requirements on this road and respectfully requests that the width be held to 28 feet.

Enclosed find approved drawing on subject project.

Sincerely yours,

GILLIAM COUNTY COURT

By Edwin P. Morgan
County Clerk

Plans Signed by County
Plans to Ted Hoake
12/9/66

NOTED
HAROLD REYNOLDSON

NOTED
R. H. PRANGE

NOTED
DON HARWELL

NOTED
H. S. COX

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: County and City Relations Division

Subject: Federal Aid Project No. _____

Highway No. FAS 921

Project Name Rock Creek (Wolf Hollow) Bridge

_____

Gentlemen:

1. We hereby certify that, to the best of our knowledge and belief, all right-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

*2. We hereby certify that there has been no displacement of persons from residences, farms, or businesses.

*3. We hereby certify that all displaced persons have been tendered all assistance possible and given all available information to assist in re-establishment in residence, farm, or business.

Dated at Condon, Oregon, this 7th day of Dec, 1964.

Gilliam County by its
Board of County Commissioners

James O Brown
Chairman

Clarence Cotter
Commissioner

Weatherford
Commissioner

RECEIVED
DEC 9 - 1966
ENGINEER
COUNTY & CITY DIVISION

Copy to Young
Morgan
Moehring

*Certify either paragraph 2 or 3.

NOTED
HAROLD
REYNOLDSON

NOTED
DON HARWELL

MEMO TO R. N. CHASE Date 12/5/66 SAFETY PROGRAM No

FAS 921, GILLIAM COUNTY: Wolf Hollow (Rock Creek) Bridge SECTION

TERMINI: 0.1 mile northeasterly from junction of FAS 442. MP 0.1

PROPOSED WORK: Construct RCDG bridge with a slight realignment of roadway.

NOTED
H. S. COX

NOTED
P. B. Arensmeier

PROJECT LENGTH: 0.2 mile

COSTS:	TOTAL	FEDERAL	STATE	COUNTY	OTHER
CONSTRUCTION	$50,000	$30,000	$10,000	$10,000	

EXISTING FACILITIES: 60-foot steel pony truss bridge, 26-foot roadway. Rock bluff at the easterly end of bridge.

NOTED
RICHARD UNREIN

ADJACENT SECTIONS:
[redacted]/EAST END: 26-foot roadway, 20-foot graveled.

[redacted]/WEST END: Same as east end.

PROJECT DATA: Construct a RCDG bridge 110 feet long and 28 feet wide. County will construct approaches on new alignment. The old bridge to be used as detour during construction and removed by county. Channel on the north side of road.

RIGHT-OF-WAY: Maximum 200 feet.
ACCESS CONTROL: None.

RR XING: None.
MINIMUM DESIGN STANDARDS: None.

SYSTEM ACTION Not required.
PUBLIC HEARING: Not required.

UNUSUAL OR COMPLICATED SITUATIONS: None.

ROUTE DATA: Farm to market road, school bus and mail route. No former projects on this route.

HR:mm

NOTED
R. H. PRANGE

NOTED
DON HARWELL

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: County and City Division

11-29-66

RECEIVED
JAN 16 1967
ENGINEER
COUNTY & CITY DIVISION

SUBJECT: Federal Aid Project No. S-557(1)

Highway No. FAS 921 (Wolf Hollow Co. Road)

Project Name Rock Creek Bridge

Gentlemen:

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that: (check one)

☒ There has been no displacement of persons from residences, farms, or businesses; or

☐ All displaced persons have been tendered all assistance possible and given all available information to assist in re-establishment in residence, farm, or business.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Dated at Condon, Oregon, this 10 day of January, 1967.

GILLIAM County

County Judge

Commissioner

Commissioner

NOTED
RICHARD UNREIN

(11/29/66)

NOTED
H. S. COX

(12-7-66 150)

NOTED
DON HARWELL

November 15, 1966
(date)

NOTED
P. B. Arensmeier

NOTED
H. S. COX

NOTED
RICHARD UNREIN

Gilliam County Court
Courthouse
Condon, Oregon

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310). Retain the second copy for your records.

NOTED
DON HARWELL

Highway FAS 921

Section Rock Creek (Wolf Hollow) Bridge (FAS-C)

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

RECEIVED
DEC 9 - 1966
ENGINEER
COUNTY & CITY DIVISION

NOTED
HAROLD
REYNOLDSON

(date)

By James P. Bruce

By Clarence Paller
Commissioner

By Wm. Mumford
Commissioner

Copy to L. T. Young
attention D. Riding

NOTED
R. H. PRANGE

NOTED
H. S. COX

September 6, 1966

NOTED
P. B. Arensmeier

NOTED
RICHARD UNREIN

Mr. Ed Morgan
Gilliam County Clerk
Courthouse
Condon, Oregon

Wolf Hollow (Rock Creek) Bridge
FAS 921

Dear Ed;

preliminary
The estimated costs of the different widths of the subject bridge are as follows:

24-foot with 2-foot safety curbs	$46,000.00
32-foot with flex beam rails	$50,000.00

There was so little difference in the cost of a 30-foot and a 32-foot bridge that there was no estimate made up.

Very truly yours,

H. S. Cox
County and City Engineer

By

NOTED
HAROLD
REYNOLDSON

NR
Harold Reynoldson
Engineering Assistant

HR:mm

11/10/66
Called Judge Burns this morning, he said to send the 28 foot bridge plans to them. He said that they do not have the funds at the present for the bridge

NOTED
V. R. JONES

NOTED
R. H. PRANGE

NOTED
DON HARWELL

NOTED
H. S. COX

FAS 921

August 31, 1966

Mr. Ed Morgan
Gilliam County Clerk
Courthouse
Condon, Oregon

NOTED
P. B. Acosmeier

Dear Ed;

In compliance with your request on August 23, 1966, when Mr. Robert Prange and I were in your office, regarding the status of Gilliam County's FAS funds, I can give only an estimate at the present. Although the appropriation bill covering highway funds for the fiscal years ~~1967~~ and ~~1968~~ has not been passed by Congress, at the present time it appears that secondary money will be in line with former years. 1968 1969

Estimates are being prepared for the cost of increasing the width of the proposed Wolf Hollow (Rock Creek) Bridge to 30 feet and 32 feet. As soon as these estimates are available we will send you the information on them.

Total available FAS funds (which includes $35,000 for Wolf Hollow Bridge)	$101,000
Total estimated 1968 FAS funds	46,600
Total estimated 1969 FAS funds	46,600
Total estimated FAS funds through 1969	$194,200

Very truly yours,

H. S. Cox
County and City Engineer

By

NOTED
HAROLD
REYNOLDSON

Harold Reynoldson
Engineering Assistant

NOTED
V. P. [illegible]

HR:mm

NOTE: Total FAS funds include Federal-60%, State-20%, and County-20%.

NOTED
H. PRANGE

NOTED
[illegible] HARWELL

~uary 23, 1965 65-5(11)

NOTED
R. H. PRANGE

NOTED
H. S. COX

TO: Gilliam County Court
Courthouse
Condon, Oregon

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310).

(Retain second copy for your files)

NOTED
DON [illegible]

Highway FAS 921

Section Wolf Hollow (Rock Creek) Br.

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☑

If answer is yes, please list organizations:

March 3, 1965
(date)

By James O Dixon

By Clarence [illegible]
Commissioner

By Frank M Woodsworth
Commissioner

RECEIVED
MAR - 5
ENGINEER
[illegible]

Copy to Young

GILLIAM COUNTY
PROPOSED PROJECT (1965 Funds)

✓ FAS 921, Wolf Hollow Bridge, Rock Creek, $35,000.

This project requires the replacement of a steel pony truss bridge which is 80' long and 14' wide. The county inventory number of this bridge is 11008. The county will provide the detour, remove the old bridge, and construct the approaches. A slight revision of alignment may be desirable to retain the old bridge as part of the detour.

Approved
8-27-64

64-1
8/17/64

S-389(2) Paasch Rd. RR 0'Xing on 1967
FAS 873
#6971

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

HIGHWAY DEPARTMENT INVOICE

NO. 97705

FORM A-199 (8-64)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
[illegible]	[illegible] 1168		[illegible]

RECEIVED
FEB 6 - 1969
ENGINEER
COUNTY & CITY DIVISION

Contract 6971
A - 389(2)

Deschutes County
Board of Commissioners
Courthouse
Bend, Oregon 97701

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: A.E. Almquists, County Executive			
Final Billing: Hasch Road Railroad Overcrossing Section (Hasch Road, FAS 57). agreement dated April 21, 1966.			Covered by
County advance deposit		15,000.00	
less amount previously transferred		10,000.00	
			5,000.00
County share of construction costs		15,976.11	
Less Amount previously transferred		10,000.00	
			5,976.11
			976.11

ACKNOWLEDGMENT OF BILL TO REQUEST

Cash Received and Receipt [illegible]

By [illegible]

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

FILED
NOV 2 - 1967
FOR FILING
S-389(2)
6971

November 2, 1967

Glens Falls Insurance Company
P. O. Box 14040
Portland, Oregon 97214

Gentlemen:

Contract No. 6971 awarded to Rose Bros. Construction, Inc. for construction of the Pearsh Road Railroad Overcrossing on FAS 873 in Hood River County was completed on September 16, 1967, and accepted by the Highway Commission on November 1, 1967.

Final payment in the amount of $2,313.20 will be released to the contractor after November 9, 1967. The total contract amount is $78,399.84 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Ousey, Secretary
OREGON STATE HIGHWAY COMMISSION

fhn

cc Rose Bros. Constr., Inc.
359 Apple Blossom Ave., N.
Salem, Oregon 97303

Beerland Insurance Agency
1980 Fairgrounds Road, N.E.
Salem, Oregon
L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
NOV 9 = 1967
FOR FILING
S-389(2)
6971

November 1, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed September 16, 1967 on Contract No. 6971. The contract was with Ross Brothers Construction, Inc., and was for construction of the Prasch Road Railroad Overcrossing on FAS 673 in Hood River County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective November 1, 1967, and that you concur in this procedure at the Commission meeting on December 12.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
I. D. Marchant
L. H. Young
L. W. Rulien

Hood River County
Department of Public Works

H. H. SHARRAH
Director

Post Office Box 457
Hood River, Oregon 97031

Telephone
386-2616

September 19, 1967

Oregon State Highway Department
The Dalles, Oregon, 97058

Attention: H. N. Van Cleave

Subject: PAASCH ROAD R.R. O'XING

F.A.S. #873
Bridge #9615
Contract #6971

This is to inform you that the Paasch R.R.O'Xing has been inspected by the undersigned and was found to substantially conform to plans and specifications and has been accepted by Hood River County.

Sincerely yours,

H. H. Sharrah, Director

HHS:mt
cc: H. S. Cox
County and City Engineer

RECEIVED
SEP 20 1967
ENGINEER
COUNTY & CITY DIVISION

NOTED
R. H. PRANGE

NOTED
MAINOR C. HOLMES

NOTED
HAROLD
REYNOLDSON

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

FAS 873
Hood R Co

A. E. ALMCRANTS
COUNTY EXECUTIVE
TEL. 386-3970

COUNTY OF HOOD RIVER
BOARD OF COMMISSIONERS

P. F. BUCKLIN, CHAIRMAN
JAN Y. KURAHARA, VICE CHAIRMAN
JERRY ROUTSON
CLARENCE N. AMOTH
BRUNO HUKARI

HOOD RIVER, OREGON

September 14, 1967

RECEIVED
SEP 15 1967
ENGINEER
COUNTY & CITY DIVISION

Mr. H. S. Cox
City-County Engineer
Oregon State Highway Department Building
Salem, Oregon

Regarding: Baasch Bridge handrails

Dear Si:

You always come up with the answers, so I have another question. The detail for the railings calls for a minimum of one-quarter inch, and a maximum of one-half inch on the aluminum rails for every third bracket. I can readily appreciate expansion, but the tubing is bolted at every bracket, approximately eight feet, and there are set screws at every joint to the sleeves which so rigidly fix the rails that expansion could not take place effectively. This, in effect, makes an unfinished job, and leaves some relatively sharp corners.

Sincerely,

A. E. Almcrants
County Executive

AEA/dl

Si,
I called "Buck" about this. Buck said it was just a question raised by Al and to have you call Al when you got back. There was nothing too urgent about it
HK

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

S-389(2)

FORM S-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Peanch Road No. 2 O'Xing	WEEK ENDING: September 23, 1967	
	SECTION PREFIX: 52A-1065	
HIGHWAY: FAS 873	COUNTY: Hood River	
NAME OF JOB: Peanch Rd. No. 2 O'Xing	KIND OF WORK: Structure	
CONTRACTOR: Dana Bros. Construction Inc	CONTRACT NUMBER: 6972	FEDERAL AID PROJECT NUMBER: S-389 (2)
DATE OF CONTRACT: Feb. 23, 1967	DATE WORK STARTED: March 15, 1967	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 210	CALENDAR DAYS USED: 205
PROJECT AUTHORIZATION: $ 90,209.25	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 98
EXCLUSIVE OF ENGINEERING: $ 83,794.37	ENGINEERING AUTHORIZATION: $ 6,414.88	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ [illegible]	ENGINEERING COST TO DATE: $ 10,550.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 165 %	DATE PROJECT WAS COMPLETED: Sept. 16, 1967

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	9815							
PERCENT	100%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing

Docker
Bond
Barbee
Walker
Glenn
Swan

Scott
Willis
Litchfield
Olson

RECEIVED
SEP 27 1967
CONSTRUCTION
DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project was completed on Sept. 16, 1967. Final inspection on structure was made by B.P.R. Area Engineer Mr. Graefe & Mr. Pillsbury on September 20, 1967

SIGNED H. H. Van Cleave LOCATION The Dalles

H. H. Van Cleave

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

STATE COPY

Form Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
3-82		Oregon
PROJECT REPORT NO.	FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	COUNTY
4 6971	3-3-67	Hood River
		PROJECT NO. S-389(2) Safety

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Paasch Road RR O'xing on County FAS Route 873.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-19-66	0.038
OTHER (Specify)		

FUNDS

l.c Data 63.51

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 88,204.00	$ 55,500.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. Rlabee

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

A. W. PARSONS, Division Engineer

By L. R. Backlund
L. R. Backlund, Administrative Mgr.
(Division Engineer)

Date executed by Division Engineer MAR 3 1967

Oregon State Highway Department

Federal-Aid
Project No. S-339(2) Safety

PAASCH ROAD RR O'XING ON COUNTY

FAS ROUTE 873 IN WOOD RIVER COUNTY

Project agreement estimate.

Salem, Oregon, February 14, 1967

Type Code X381
Paasch Road RR O'xing (Str. No. 9615) (Sta. 11+58 to Sta. 13+61.14)
(Contract No. 6971)

Shoring, Cribbing, etc.	All Req.	$	$ 4,000.00
Structural Excavation	420 cu.yd.	4.00	1,680.00
Structural Excavation Below Elevation Shown	40 cu.yd.	6.00	240.00
Furnish 10 BP 42 Steel Piling	500 lin.ft.	4.50	2,250.00
Drive Steel Piles	10 only	80.00	800.00
Splice Steel Piles	2 only	50.00	100.00
Class "A" Concrete (498 cu.yd.)	All Req.		14,400.00
65' to 75' Type 3 Prestressed Beams	12 only	1,420.00	17,040.00
Reinforcement (102,000 lbs.)	All Req.		14,300.00
Metal Parapet Railing	408 lin.ft.	9.50	3,876.00
			$ 78,686.00
Railroad Protective Service	All Req.		$ 1,500.00
	Subtotal		$ 80,186.00
	10% Engr. & Cont.		8,018.00
			$ 88,204.00

Length of Project _____ 0.038 mi.

Federal Funds	$ 55,500.00
State Funds	16,352.00
County Funds	16,352.00
Total	$ 88,204.00

State Funds for const: Chap. 175; Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939
State Funds for maint: Chap. 529, Laws 1939

PARISH ROAD NR O'KINO

RAILROAD PROTECTION COST

PROJECT NO. S-369(2)SAFETY

One Patrolman, 3-mo.
Headquarters - Hood River

Salary	
2.75 x 8 x 63 days	$ 1,386.00
Payroll additives 21%	291.06
	$ 1,677.06

State will pay up to $1,500.00

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 90536

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
2-21-67	CC 1049		511-1065-297

- Hood River County
- Courthouse
- Hood River, Oregon

Att: Hood River Board of Commissioners

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit			
Partial transfer of advance deposit for the Paasch Road Railroad Overcrossing Section, Paasch Road, FAS 873. Covered by agreement dated January 11, 1967.			15,000.00
To be retained			10,000.00
			5,000.00

RECEIVED
FEB 27 1967
ENGINEER
COUNTY & CITY DIVISION

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received [illegible] $ .....

By .....

NOTED
RICHARD UNREIN

RECEIVED
APR 12 1967

S-384 (2)

6971

February 9, 1967

Ross Bros. Constr., Inc.
359 Apple Blossom Ave., N.
Salem, Oregon 97303

Bid Feb 2

Gentlemen:

The State Highway Commission on February 8, 1967, accepted your proposal for construction of the Paasch Road Railroad Overcrossing on FAS 873 in Hood River County for the sum of $70,686, and referred it to the State Highway Engineer with authority to award the contract as soon as approval of Hood River County is received and the sum of $10,000 is deposited by the County.

Those conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6971. Inclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin February 23, 1967.

Very truly yours,

Floyd Cuery, Secretary
OREGON STATE HIGHWAY COMMISSION

win
Inclosures

bc Pacific Builder & Engr., Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn. & Portland, Ore.
L.W. Rulien
H.N. VanCleave
Frank Noreen
C.D. Matthis (SIAC)
L.M. Young
I.D. Merchant

S-389(2)

6971

January 13, 1967

Board of County Commissioners
Hood River County Courthouse
Hood River, Oregon

MISC. CONTRACTS and AGREEMENTS No. 3226

Gentlemen:

We are enclosing for your files a fully executed copy of a finance construction agreement covering the Paasch Bridge Section on FAS 873 in Hood River County.

A fully executed copy of this agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

lmr
Enclosure

cc: H. S. Cox
Attn: D. N. Harwell
(Conformed Copy)

Oregon State Highway Commission
State Highway Building
Salem, Oregon

NOTED
P. B. Arensmeier

NOTED
RICHARD UNREIN

Attention: County and City Division

SUBJECT: Federal Aid Project No. S-389(2)

NOTED
H. S. COX

Highway No. FAS 873, Paasch County Road

Project Name Paasch Bridge Section

Gentlemen:

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that: (check one)

☑ There has been no displacement of persons from residences, farms, or businesses; or

☐ All displaced persons have been tendered all assistance possible and given all available information to assist in re-establishment in residence, farm, or business.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Dated at Hood River, Oregon, this 9 day of Jan., 1967.

HOOD RIVER County

Chairman

Commissioner

Commissioner

RECEIVED
JAN 11 1967
ENGINEER
COUNTY & CITY DIVISION

NOTED
HAROLD REYNOLDSON

NOTED
MAINOR C. HOLMES

(11/29/66)

NOTED
R. H. PRANGE

(12-7-66 150)

NOTED
DON HARWELL

1/4

12/23/66
(date)

FEB #13

NOTED
MAINOR C. HOLMES

NOTED
H. S. COX

Hood River County Board of Commissioners
Courthouse
Hood River, Oregon

NOTED
P. B. Arensmeier

NOTED
RICHARD UNREIN

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310). Retain the second copy for your records.

NOTED
DON HARWELL

Highway FAS 873

Section Paasch Road Railroad Overcrossing: Structure FAS-C

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☑

If answer is yes, please list organizations:

NOTED
HAROLD
REYNOLDSON

RECEIVED
JAN 11 1967
ENGINEER
COUNTY & CITY DIVISION

Jan 4-1967
(date)

By A Bruseth

By Emmons Hosier
Commissioner

By Jerry Pentzer
Commissioner

NOTED
R. H. PRANCE

Copy to L W. Young
Attention E. Kiesing

RECEIVED
DEC 13 1966

FORM B-30 6-66 10-61 SP*23401-734

FOR FILING

S-387 (2)

6771

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 9, 1966

SUBJECT: Pux 612 - Paasch Road O-Xing
Mt. Hood Railroad
Hood River County

To: Mr. R. L. Porter
Deputy State Highway Engineer

Building

Herewith I hand you a copy of Order No. 43205, issued by the Public Utility Commissioner under date of December 5, 1966, relative to the above-titled matter.

Jack L. Sollis
JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:ja
Encl.

cc: F. B. Klaboe (1)
Ivan Merchant (1)
F. D. Morgan (2)
E. S. Hunter (2)
L. W. Rulien (2)
R. N. Chase (3)
F. B. Crandall (1)
T. W. Litchfield (1)
Harold Reynoldson (1)

NOTED
R. L PORTER

RECEIVED
DEC 9 1966
OFFICE OF
STATE HIGHWAY ENGINEER

ORDER #43205

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF-368

In the matter of the application of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct an Overcrossing over the tracks and right of way of the Mt. Hood Railroad, known as the PAASCH ROAD OVERCROSSING, and to remove, vacate and abandon an existing Overcrossing structure South of the proposed structure, in the Southwest Quarter of the Southeast Quarter (SW¼SE¼) of Section 12, Township 2 North, Range 10 East, Willamette Meridian, Hood River County, Oregon.	ORDER

On August 26, 1966, Oregon State Highway Commission, acting for the State of Oregon, applied to the Commissioner, under the provisions of ORS 366.205, 763.040 and 763.050, for authority to construct a railroad-highway overcrossing at the location set forth in the above title. The proposed structure will be part of a highway project in which Applicant proposes to replace an existing structure on a new alignment and to relocate an existing road to improve its alignment, and to provide for a wider roadway over said railroad tracks.

Applicant alleges that about 1905 Hood River County built the existing overcrossing structure and in 1950 it was repaired without application to the Public Utility Commissioner; and therefore its construction and repair are not of record with the Public Utility Commissioner.

Applicant alleges that the proper service, safety and convenience of the traveling public require the above described overcrossing and that construction of an overcrossing structure over the right of way and main line track of the Mount Hood Railroad Company is a necessary part of relocating the present highway. Applicant further

alleges that the construction of the proposed structure and the removal of the existing overcrossing structure is necessary and proper for the service, accommodation and convenience of the public in that the existing overcrossing structure is not adequate for present and future traffic needs.

Applicant states that the persons or parties affected by the proposed overcrossing are the Mount Hood Railroad Company, hereinafter called "Railroad", and Hood River County, Oregon.

Applicant also represents that upon completion, the estimated annual average daily traffic on relocated Paasch County Road will be 300 vehicles with an anticipated increase to 525 vehicles per day in 20 years; that at the site of the proposed overcrossing the railroad movements vary during the year with the greater movements being during the spring and fall and at that time it is 4 movements per day, six days per week; that an overcrossing is the only practical means for constructing a separation of the county road and railroad traffic.

Attached to the Application and made a part thereof are Oregon State Highway Department drawings numbers 21974 and 22118. Said drawings set forth the physical details and dimensions concerning the proposed structure and its immediate vicinity.

Copies of the Application and the attached drawings made a part thereof were forwarded to the Superintendent for the Mount Hood Railroad Company and to the County Court of Hood River County, Oregon. No objections were made to the construction of overcrossing as proposed or to the granting of the Application in accordance with the terms and conditions as set forth therein.

Due consideration has been given to all representations set forth in the Application and to the record herein. No issues within the purview of ORS 763.080 which would require a public hearing herein are raised by any railroad company or public body and the delay and expense which would be incurred by the holding of public hearing on this matter appear unjustified. Such public hearing will, therefore, not be held.

Based upon the Application, the record herein and field investigation by the Commissioner's staff it is found that:

The Applicant herein is a "Public Authority", Mount Hood Railroad Company is a "Railroad" and the intersecting road is a "Highway" all as defined in ORS 763.010.

In connection with the relocation of the Paasch County Road, the State Highway Commission proposes to construct an overcrossing structure over the right of way and tracks of the Mount Hood Railway Company as shown on the aforementioned drawings attached to the Application. The proposed site of such overcrossing is located in Hood River County, Oregon.

Upon completion the annual average daily traffic on the Paasch County Road will be approximately 300 vehicles with an anticipated increase to 525 vehicles per day within 20 years thereafter. At the site of the proposed overcrossing there are four train movements per day six days a week during the spring and fall varying to a lesser degree during the other two seasons of the year.

Specifications and representations submitted by Applicant herein provide that the proposed structure will be 230 feet 1½ inches between centerlines of Bent #1 and Bent #4; that the roadway width between curbs will be 28 feet, with no provision for sidewalks; that said structure will be on a 600 foot vertical curve with descending grades to the east of 6.2% and 4.96% to the west, that the centerline of the proposed structure will intersect the railroad track centerline at Highway Engineer's Centerline Station "L" 12+70.15 P.O.T. equals Railroad Station RR 242+91.6 P.O.C., with an angle of intersection of 66°31'30" in the Northwest Quadrant; that there will be three spans of 67 feet 5 inches, 68 feet 3½ inches and 67 feet 5 inches respectively, and that the vertical and horizontal distances will exceed the minimum standards required by the Commissioner's Rules at all times during construction and after completion of the proposed structure.

The proposed overcrossing which will constitute a new crossing of an existing railroad will not eliminate any existing grade crossing and will, therefore, produce

no particular benefit to the railroad. Applicant, in recognition thereof, seeks no participation by the railroad in the cost of said structure. The present overcrossing structure will, however, be removed.

Applicant more particularly proposes that all construction and maintenance of the project be handled and the costs thereof be borne as follows:

THINGS TO BE DONE BY APPLICANT AND HOOD RIVER COUNTY:

(a) Prepare plans and specifications and award a contract or contracts for the construction of the proposed grade separation structure, including county road approaches, and supervise the construction thereof.

(b) Utilizing Federal, State and County funds, finance the construction of said project, including reimbursement to the Railroad for its costs incurred in connection therewith; accounting practices to be followed and reimbursement made as provided in Bureau of Public Roads' Policy and Procedure Memorandum No. 30-3, issued August 15, 1955, and amendments and supplements thereto.

(c) Upon completion of the project County will maintain the structure and all county road appurtenances thereto.

THINGS TO BE DONE BY RAILROAD:

(a) Subject to reimbursement by Applicant under Federal regulations as set forth in paragraph (b) under THINGS TO BE DONE BY APPLICANT AND HOOD RIVER COUNTY, furnish such engineering, inspection, watchmen and flagmen services as may be necessary to protect railroad operations during the period of construction of the project.

(b) At its own expense, maintain the railroad tracks with their appurtenances and facilities.

The proposed overcrossing of the railroad tracks which is incidental to the highway to be realigned is for

the accommodation of the public. No objections by any party hereto are made to the location of said railroad crossing, to the proposed manner of its construction, or to Applicant's proposals for the allocation of work to be done and the apportioning of costs to be borne in connection with construction and maintenance of the crossing. Such proposals are just and reasonable and are hereby approved.

The crossing of railroad and highway at separate grades as proposed by Applicant herein will promote the public safety and convenience.

From the foregoing it is concluded that construction of the proposed overcrossing and granting of the Application herein is in the public interest. It is therefore

ORDERED that the Application of the State of Oregon, by and through its State Highway Commission, for authority to construct an overcrossing over the tracks and right of way of the Mount Hood Railroad Company, known as the Paasch Road Overcrossing project, which includes the removal of an adjacent existing overcrossing structure, both projects of which are located in the Southwest Quarter of the Southeast Quarter of Section 12, Township 2 North, Range 10 East, Willamette Meridian, Hood River County, Oregon, be and the same is hereby granted under the following terms and conditions:

1. The construction shall be done in a good and workmanlike manner and in accordance with accepted engineering practices. The construction shall be performed in conformance with the details as shown on the drawings submitted with the Application and above identified;

2. All construction and maintenance work and costs occasioned by the project shall be done, apportioned and borne in accordance with the findings of the Commissioner as hereinabove made and approved; and it is further

ORDER #43205

ORDERED that the designation 24-A-4.6-A be assigned to the crossing as a means of its identification in the Commissioner's Catalog of Railroad Crossings in Oregon.

Made, entered and effective this 5th day of Dec, 1966.

/s/ Jonel Olliell
Public Utility Commissioner

(SEAL)

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
MATERIALS AND RESEARCH DIVISION

Page 1 of 3 Pages

Section [illegible] Hwy. [illegible] Co. [illegible]

Res. Engr. [illegible] Approx. Length 0.75 Miles. Sta. [illegible] to Sta. [illegible]

Truck A.D.T. 6 Traffic Coefficient 5.9 18 kip e.a. per day 4.5.

Annual Precipitation 26"+ (Hood River) Frost Penetration [illegible].

(1)

Typical Soil

22	LL
0	PI
100	%P 10
63	%P200
0	%Gravel
5	%C Sand
32	%F Sand
56	%Silt
7	%Clay
25	"R" Value

1.25" C-11 Oil Mat.
2.0" of 3/4"-0 Level Course w/Binder.
12.0" of Crushed Base.
(1) Sandy Silt

	Col. 1	Col. 2	Col. 3	Col. 4
		1.5	1.[illegible]	(1) Mat
		2.0	[illegible]	[illegible]
		[illegible]	[illegible]	Cr. Base
	[illegible]	[illegible]	[illegible]	

AASHO CLASSIFICATION:

A-4 (6)

MATERIAL SOURCES:

To be determined by Hood River County.

Note:
See Remarks on Page 3.
Should substitutions be made use the "CBR Total Requirement" column to obtain total required thickness and the table below for values:

1.0" of Asphaltic Concrete	=	2.0" of Crushed Base
1.0" of Oil Mat	=	1.1" of Crushed Base
1.0" of Stone Subbase (Per Standard Specifications and Supplementals.)	=	0.8" of Crushed Base

RECEIVED
OCT 3 1963
ENGINEER
CITY DIVISION

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
[illegible]
Rural Engineer
County-City (2)

Submitted by C. J. [illegible]
for Staff Assistant

Recommended by [illegible]
Engineer of Materials

Recommended by S. T. Becker
Asst. Construction Engineer

Approved by [illegible]
Asst. State Highway Engineer

SECTION: Paasch Bridge

HIGHWAY: F.A.S. 873

COUNTY: Hood River

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT 290 (Total)

B. Future ADT 460 (Total)

C. Mean ADT 375 $\frac{(A+B)}{2}$

D. Design Period 20 Years

E. No. of Lanes 2

F. Percent Trucks 3 (ADT Basis)

G. Trucks (in one direction) $\frac{F}{2}$ = .015 x (C) 375 = 6

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 6 x (H) 100 % = 6

TRAFFIC COEFFICIENT = K (I) $^{0.119}$

where K = 4.609

= 5.8

[illegible]: [illegible]

[illegible]: [illegible]

[illegible]: [illegible]

[illegible]

1. [illegible]

2. [illegible]

3. [illegible]

4. [illegible] Fair _____ Poor _____
[illegible] Minimum Standards

5. Obst Obstructions: [illegible]

[illegible]

6. Airport Marking Requirements: [illegible]

7. Stage Construction: [illegible]

8. [illegible]

9. [illegible]

10. [illegible]

11. [illegible]

12. [illegible] Interference, and
[illegible]: [illegible] the surface

13. [illegible]

14. [illegible] of Local Commercially
[illegible] type construction

[illegible]

[illegible] Navy [illegible] Air Force [illegible] Naval Base

NOTED
H. S. COX

MEMO TO R. W. CHASE Date September 16, 1966

FAS 873, HOOD RIVER COUNTY: Paasch Road Railroad Overcrossing SECTION

TERMINI: Overcrossing of Mt. Hood Railroad 2.5 miles south of the city of Hood River.

PROPOSED WORK: Construct RCDG railroad overcrossing structure.

NOTED
P. B. Arensmeier

PROJECT LENGTH: 203 feet.

COSTS:	TOTAL	FEDERAL	STATE	COUNTY	OTHER
CONSTRUCTION	$120,000	$72,000	$24,000	$24,000	

EXISTING FACILITIES: Timber "A" Frame truss 148 feet long and 18 feet wide. Structure in deteriorated condition and too narrow for present traffic.

ADJACENT SECTIONS:
[redacted]/EAST END: 20-foot bituminous surface, 4-foot shoulders.

[redacted]/WEST END: 20-foot bituminous surface, 4-foot shoulders.

NOTED
RICHARD UNREIN

PROJECT DATA: Construct ~~and~~ an RCDG overcrossing structure on improved alignment. Structure will be 203 feet long and have a clear width of 28 feet. County will construct approaches.

RIGHT-OF-WAY: Minimum 70'
ACCESS CONTROL: None

RR XING: One track.
MINIMUM DESIGN STANDARDS: No exceptions. PUC ?

SYSTEM ACTION None required.
PUBLIC HEARING: None required.

UNUSUAL OR COMPLICATED SITUATIONS: None.

NOTED
V. R. [illegible]

ROUTE DATA: See DS-389(1).

NOTED
[redacted]
HAROLD
REYNOLDSON

NOTED
R. H. PRANGE

NOTED
DON HARWELL

NOTED
H. S. COX

Oregon State Highway Commission
State Highway Building
Salem, Oregon

NOTED
P. B. Arensmeier

Attention: County and City Relations Division

Subject: Federal Aid Project No. _____

Highway No. FAS-873

Project Name Paasch Bridge Section

_____

Gentlemen:

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

*2. We hereby certify that there has been no displacement of persons from residences, farms, or businesses.

*3. We hereby certify that all displaced persons have been tendered all assistance possible and given all available information to assist in re-establishment in residence, farm, or business.

Dated at Hood River, Oregon, this 24th day of August, 1966.

Hood River County by its
Board of County Commissioners

Chairman

Commissioner

Commissioner

NOTED
RICHARD UNREIN

RECEIVED
SEP 8 1966
ENGINEER
COUNTY & CITY DIVISION

*Certify either paragraph 2 or 3.

NOTED
HAROLD REYNOLDSON

NOTED
R. H. PRANGE

NOTED
V. R. J...

NOTED
DON HARWELL

RECEIVED
AUG 30 1966
PUBLIC UTILITY COMMISSIONER

GLENN L. JACKSON, CHAIRMAN
MEMBER
KENNETH N. THOMSEN, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

S-381 (a)

6471

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
August 26, 1966

NOTED
R. L. PORTER

Mr. Jonel C. Hill
Public Utility Commissioner
200 Public Service Building
Salem, Oregon 97310

Re: Pux 612 - Paasch Road Overcrossing
Mt. Hood Railroad
Hood River County

Dear Sir:

Herewith I hand you original and 4 copies of Application of the State Highway Commission in the above-entitled matter.

Two of the copies are for service upon Mt. Hood Railroad, one copy for service upon Hood River County and two copies are for use by your office.

Very truly yours,

G. E. ROHDE
Chief Counsel

By Jack L. Sollis
JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:ja
Encls.

cc: R. L. Porter
F. B. Klaboe
F. D. Morgan
Ivan Merchant
L. W. Rulien
T. W. Litchfield
Verne Jones

RECEIVED
AUG 30 1966

JLS:ja
8-25-66

PUX 612

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the matter of the application of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct an Overcrossing over the tracks and right of way of the Mt. Hood Railroad, known as the PAASCH ROAD OVERCROSSING, and to remove, vacate and abandon an existing Overcrossing structure South of the proposed structure, in the Southwest Quarter of the Southeast Quarter (SW¼SE¼) of Section 12, Township 2 North, Range 10 East, Willamette Meridian, Hood River County, Oregon.	A P P L I C A T I O N No._____

Comes now the State Highway Commission and files its Application in the above-entitled matter.

The Applicant herein respectfully represents:

I

That the name and address of your Applicant are State of Oregon, by and through its State Highway Commission, State Highway Building, Salem, Oregon 97310.

II

That this Application is made under the authority of ORS 366.205, ORS 763.040 and ORS 763.050.

III

That about 1905 Hood River County built the existing structure and in 1950 it was repaired without application to the Public Utility Commissioner; and therefore its construction and repair are not of record with the Public Utility Commissioner.

IV

That it is proposed to relocate the existing road to improve the alignment and to provide for a wider roadway over said railroad tracks.

V

That for the proper service, safety and convenience of the traveling public, Applicant proposes to construct the Paasch Road Overcrossing of the Paasch Bridge

JLS:ja
8-25-66

Section of Paasch County Road FAS 873. Said construction necessitates the construction of an overcrossing structure over the right of way and tracks of the Mt. Hood Railroad, as shown on Oregon State Highway Department Drawing No. 21974, titled Paasch Road O'Xing Mt. Hood R.R., Paasch Road R.R. O'Xing Section, Paasch Road F.A.S. 873, Hood River Co., dated August 2, 1966, Bridge No. 9615. Also attached hereto is Oregon State Highway Department Drawing No. 22118, titled Vicinity Map & Profile, Road Overcrossing of Railroad, Paasch Bridge Section, Paasch County Road F.A.S. 873, prodated May, 1966; said drawings by reference hereto are made a part hereof. The proposed structure constitutes a replacement of an existing structure on a new alignment across an existing railroad and no grade crossing will be eliminated. Since the Railroad will not benefit from the crossing, no participation in the cost of said structure is requested from the Railroad.

VI

That an Overcrossing is the only practical means for constructing a separation of the county road and railroad traffic.

VII

That upon completion, the estimated annual average daily traffic on Paasch County Road will be 300 vehicles with an anticipated increase to 525 vehicles per day in 20 years. That at the site of the proposed Overcrossing the railroad movements vary during the year with the greater movements being during the Spring and Fall and at that time it is 4 movements per day, six days per week.

VIII

That the proposed structure will have a total length of 230-feet 1½-inches measured from the center of Bent #1 to the center of Bent #4 and will consist of three spans, 67-feet 5-inches, 68-feet 3½-inches and 67-feet 5-inches respectively.

The spans will be of prestressed concrete. The roadway width between curbs will be 28-feet with no provision for foot traffic. The centerline of the new structure will be located North of the existing structure. The proposed structure will be located on a 600-foot vertical curve with a descending grade of 6.2% to the East and a descending grade of 4.96% to the West. The point of intersection of the 600-foot vertical curve is Station "L" 12+80 and is located at elevation 557+00.

IX

That the centerline of the proposed structure intersects the railroad track at Highway Engineer's Centerline Station "L" 12+70.15 POT equals Railroad Station RR 242+91.6 POC.

X

That Hood River County and the Mt. Hood Railroad are the only parties affected by the proposed Overcrossing.

XI

That the Applicant proposes that the construction and maintenance of the project be handled and the costs thereof be borne as follows:

THINGS TO BE DONE BY APPLICANT AND HOOD RIVER COUNTY:

(a) Prepare plans and specifications and award a contract or contracts for the construction of the proposed grade separation structure, including county road approaches, and supervise the construction thereof.

(b) Utilizing Federal, State and County funds, finance the construction of said project, including reimbursement to the Railroad for its costs incurred in connection therewith; accounting practices to be followed and reimbursement made as provided in Bureau of Public Roads' Policy and Procedure Memorandum No. 30-3, issued August 15, 1955, and amendments and supplements thereto.

JLS:ja
8-25-66

(c) Upon completion of the project County will maintain the structure and all county road appurtenances thereto.

THINGS TO BE DONE BY RAILROAD:

(a) Subject to reimbursement by Applicant under Federal regulations as set forth in paragraph (b) under THINGS TO BE DONE BY APPLICANT AND HOOD RIVER COUNTY, furnish such engineering, inspection, watchmen and flagmen services as may be necessary to protect railroad operations during the period of construction of the project.

(b) At its own expense, maintain the railroad tracks with their appurtenances and facilities.

XII

That the construction of the proposed structure and the removal of the existing overcrossing structure is necessary and proper for the service, accommodation and convenience of the public in that the existing overcrossing structure is not adequate for present and future traffic needs.

XIII

That at all times during construction and after completion of the proposed structure, vertical and horizontal clearances will exceed the minimum standards set forth in the Public Utility Commissioner's Rules.

XIV

That the proposed project is located in the Southwest Quarter of the Southeast Quarter (SW¼SE¼) of Section 12, Township 2 North, Range 10 East, Willamette Meridian, Hood River County, Oregon.

WHEREFORE, Applicant prays for an order authorizing said construction and allocation of costs thereof and also the vacation, abandonment and removal of the

JLS:ja
8-25-66

existing overcrossing structure when the new structure is open to traffic, in accordance herewith and for such other order or orders as may be proper in the premises.

Dated at Salem, Oregon, this 25th day of August, 1966.

STATE OF OREGON, by and through
its State Highway Commission
G. E. ROHDE
Assistant Attorney General and Chief
Counsel for the State Highway Commission

By_____
JACK L. SOLLIS
Utilities & Railroad Attorney

STATE OF OREGON)
) ss
County of Marion)

I, IVAN D. MERCHANT, being first duly sworn, say that I am Bridge Engineer for the Oregon State Highway Commission and that the foregoing Application is true as I verily believe.

IVAN D. MERCHANT

Subscribed and sworn to before me this 25th day of August, 1966.

JACK L. SOLLIS
Notary Public for Oregon
My commission expires December 19, 1968

I certify that the above is a true and correct copy of the foregoing Application and the whole thereof.

JACK L. SOLLIS
Utilities & Railroad Attorney

RECEIVED
AUG 22 1966

FOR FILES

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 18, 1966

To: Mr. G. E. Rohde
Chief Counsel

BUILDING

SUBJECT: Paasch Road O'xing
Mt. Hood Railroad
Paasch Road, FAS 873
Hood River County
Br. No. 9615

Attention: Mr. Jack Sollis

In order to improve the alignment and provide for a wider roadway on the overcrossing, it is proposed to construct a new structure to overcross the Mt. Hood Railroad near the present overcrossing. To do this, it will be necessary to prepare a PUC order for submission to the commissioner.

Twelve prints each of Dwgs. Nos. 22118 and 21974, the vicinity map and elevation drawings respectively, are attached.

The proposed structure is located in the SW¼ of the SE¼ of Section 12, T. 2 N., R. 10 E., W.M., Hood River County, Oregon. The center line of the new structure will be located to the north of the present structure and will have a 28' roadway width between curbs with no provision for foot traffic. The proposed structure will be 230' 1½" long measured from the center of Bent No. 1 to the center of Bent No. 4 and will consist of three spans 67'5", 68'3½" and 67'5" respectively. The proposed structure will be located on a 600' vertical curve with an ascending grade of 6.2% to the east and a descending grade of 4.96% to the west. The minimum vertical and horisontal clearances are as indicated on Dwg. No. 21974 and will in all instances, be greater than the minimum PUC requirements.

This overcrossing is to be constructed with Federal, State and County funds. Since the railroad will not benefit from the construction of this structure, no participation in the cost is requested from the railroad. Any necessary expenses incurred by the railroad in connection with the construction of the project will be reimbursed as permitted by PPM 30-3 with amendments and additions thereto.

The average daily traffic on the Paasch Road, FAS 873, at the location of the overcrossing is approximately 300 with an

NOTED
TOM EDWARDS

anticipated increase to 525 vehicles per day in 20 years. The railroad movements at the site vary during the year, the greater movement being during the fall and spring and at that time, is four movements per day, six days per week.

Will you please prepare an application to the PUC Commission for an order permitting this construction.

ORIGINAL SIGNED
T. C. ROAKE

Theo. C. Roake
Assistant Bridge Engineer

TCR:mb
Att.
cc: Tom Edwards
Ted Litchfield

AUG 31966

FORM S-183X 50M 4-62

RECEIVED
OCT 2 1966
FOR FILING

COMMISSIONERS
GLENN JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
DAVID B. SIMPSON, MEMBER
PORTLAND

S-289(2)
1971

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 16, 1966

Mt. Hood Railroad Company
P. O. Box 268
Hood River, Oregon

Attention: Mr. R. A. Johnson
Superintendent

Subject: Paasch Road O'xing of
Mt. Hood Railroad
Paasch Bridge Section
Paasch Road, FAS 873
Hood River County
Bridge No. 9615

Gentlemen:

On June 29, 1966, copies of the vicinity map were sent to you covering the proposed construction of the Paasch Road Overcrossing of the Mt. Hood Railroad. We are now enclosing 4 prints each of Dwgs. Nos. 21974 and 22118, the plan and elevation drawings and the vicinity map for the proposed structure.

It is our desire to proceed with the PUC application and the Railroad-Highway agreement. In this construction contract, the State will finance the project with State and Federal funds without participation from the railroad. The railroad will be reimbursed for its necessary expenditures in connection with the project in accordance with PPM 30-3 with amendments and additions thereto. The State will prepare the plans, specifications, award the contract and supervise construction. Upon completion of the construction the State will maintain the overcrossing structure and highway appurtenances. It is my understanding that right of way negotiations providing for the construction easement are now in progress. The railroad in this construction project should furnish preliminary engineering, watchmen and flagmen services to protect its operations during the construction period and should maintain its trackage at all times at its own cost and expense.

NOTED
TOM EDWARDS

In our application for a PUC order, we plan to use the enclosed drawings as exhibits so if any discrepancies are noted will you please let us know so that they may be corrected.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

TCR:mb
Encls.
cc: Ted Litchfield
Jack Sollis
Tom Edwards

RECEIVED
AUG 1 6 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 15 1966
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

S-389 (2)

6471

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 10, 1966

Mt. Hood Railroad Company
P. O. Box 268
Hood River, Oregon

ATTENTION: Mr. R. A. Johnson
Superintendent

RE: Encroachment on Railroad Right of Way
Paasch Bridge Section
Paasch Road, FAS 873
Hood River County
R/W File No. 40089-E

Gentlemen:

Herewith you will find four prints of each of the following:

Encroachment map and cross sections, Drawing No. 1R-3-1414 dated July, 1966.

Description of easements for R/W File No. 40089-E dated July 28, 1966.

The construction of the above-captioned project will require a permanent easement for structure and a temporary easement for a channel change as shown on the attached maps. If this is acceptable to you, please arrange the appropriate instrument of conveyance which should be made from the Railroad to Hood River County and submit to the Hood River County Court for action. Any consideration for this land should be negotiated with Hood River County and not the State, since the County is charged with the responsibility of acquiring the right of way for this project.

Inasmuch as this project is scheduled for the bid opening of October 6, 1966, your prompt attention to this matter will be appreciated.

Very truly yours,

TWL:fp
Enc.
cc Hood River County Court
F. B. Klaboe
H. S. Cox
J. F. Putnam
F. W. Sugnet

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Utilities Liaison Engineer

STATE

RECEIVED
MAY 20 1966
FOR FILING

Prefix No. 514-1470

LOCATION PROSPECTUS
PAASCH BRIDGE SECTION
PAASCH COUNTY ROAD - FAS 873
HOOD RIVER COUNTY

HIGHWAY: Paasch County Road, Federal-aid Secondary No. 873.

TERMINI: The bridge site is 0.2 mile easterly of the junction of Paasch County Road and the Mt. Hood Highway at M.P. 98.80 which point is approximately 3.7 mile southerly of Hood River.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for the replacement of a timber truss bridge requested by Hood River County. An economic analysis is not needed. This is a FAS-C project to be constructed with 1966 funds.

CHARACTERISTICS: Existing ADT 290; projected ADT 522.

TYPICAL SECTION: Two 11-foot travel lanes with 4-foot shoulders. The bridge approaches will be constructed by County forces.

BRIDGE: The proposed bridge will have a horizontal clearance of 28 feet with 3-1/2-foot sidewalks and railings. A small stream and the Mt. Hood Railroad will be spanned by the bridge. The County has requested the State to process the P.U.C. order. The present structure will be used for a detour during construction and will be removed by Hood River County after the new structure is completed.

ACCESS: County road with no control of access.

BASE: The tentative design for construction is:

Wearing Surface	1-1/4" 0-11
Level Course	2 "
Crushed Base	11 "
Total Depth	14-1/4"

MATERIALS: County or local commercial sources.

ADDITIONAL FACILITIES: The structure is a combined crossing of railroad and stream.

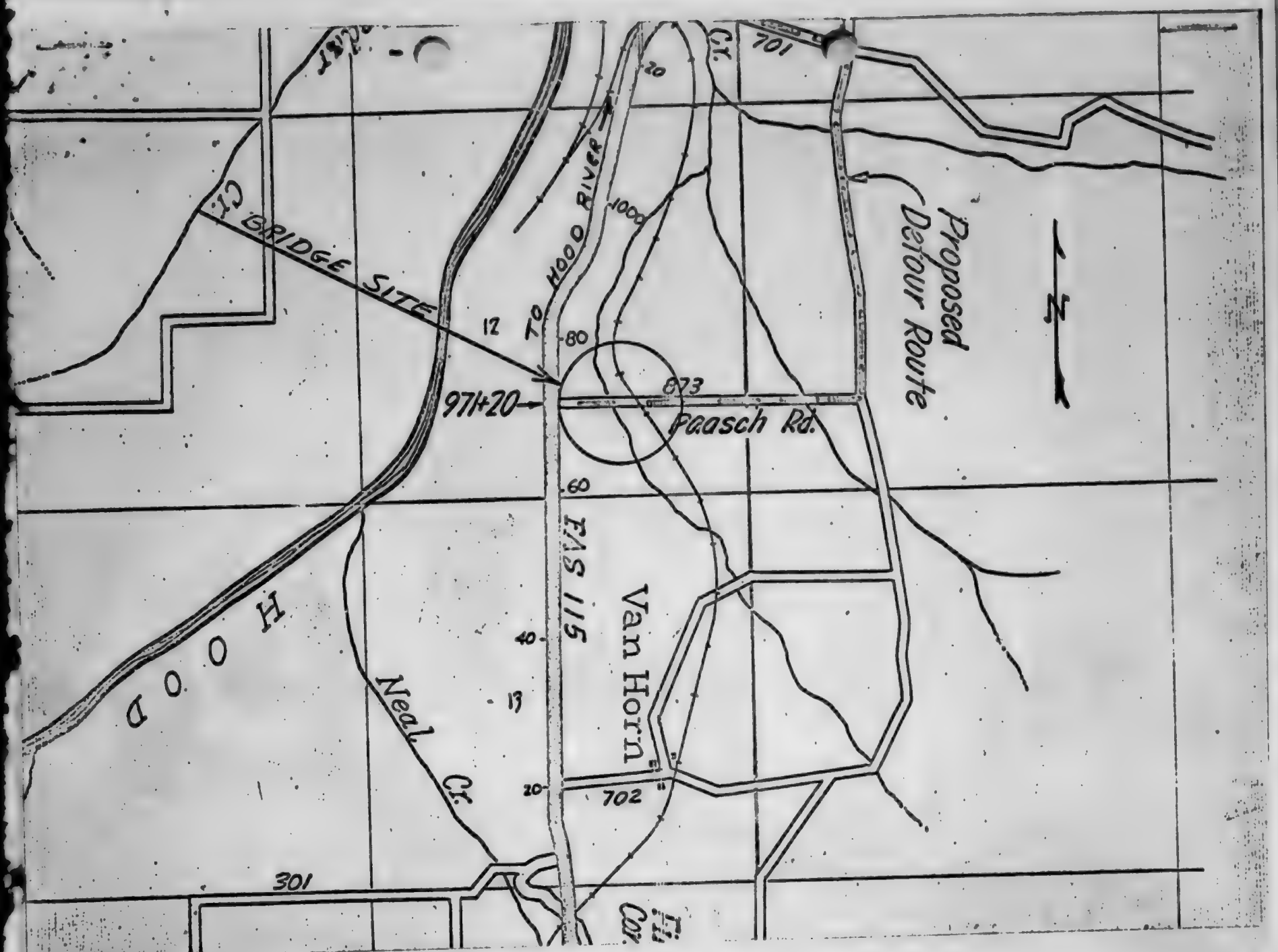
AGREEMENTS: Will be necessary with the Railroad and County.

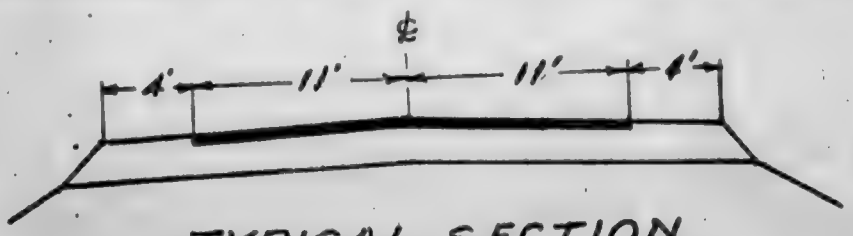
PARKS: None affected.

May 16, 1966
Attachment
cc: A. W. Parsons (3)
Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
F. D. Morgan
J. F. Putnam (3)
Mark Astrup
R. N. Chase
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
O. B. Jackmond
Val Johnson
Ivan Merchant (4)
D. H. Moehring (3)
A. D. Olson
James Owens
Phil Preston (2)
Jack Rowland
O. C. Turner
F. W. Yarbrough (2)
L. H. Young

NOTED
TOM EDWARDS

RECEIVED
MAY 19 1966
OFFICE OF
STATE HIGHWAY ENGINEER





TYPICAL SECTION

PROSPECTUS MAP
PAASCH BRIDGE SECTION
F. A. S. 873
HOOD RIVER COUNTY

APR 1966

3-24-66

HOOD RIVER COUNTY
PROPOSED PROJECT (1967 Funds)

FAS 873, Paasch County Road: Mt. Hood Railroad Overcrossing Structure, $150,000.

A timber truss bridge which is only 18 feet wide will be replaced with a new structure 28 feet wide. A small stream and the Mt. Hood railroad will both be spanned by the same structure. It is anticipated that the improvement will be on new alignment and the existing bridge will serve as a detour. The County will construct the approaches.

HIWAY COMMISSION
APPROVED ON
APR 21 1966

66-c
3/24/66

RECEIVED
MAR 22 1966
COUNTY ENGINEER
COUNTY ROAD DIVISION

BRIDGE PROJECT REQUESTED BY Hood River COUNTY Date March 8, 1966

Is this to be a County project? ___Yes ___No

Is this to be an FAS-C project? X Yes ___No

NOTE: For County Road projects, County is required to pay for all items marked with an asterisk.

For FAS projects omit questions marked with an asterisk.

1. County Road Name Paasch Road

   FAS Number #873

2. Name of river or stream Mt. Hood R.R. & Unnamed Stream

3. Name of bridge Paasch Bridge

4. Location (Please attach map with location marked):

   Section_____ Township_____ Range_____ W.M.

5. Desired width of bridge 28'

6. Are sidewalks desired? ___Yes ___No

7. Width of sidewalks _____

8. Is sidewalk desired on upstream side of bridge? ___Yes ___No

9. Is sidewalk desired on downstream side of bridge? ___Yes ___No

10. Does County wish a particular type of bridge design? X Yes ___No

    If "Yes," explain type desired: Same 3'6" safety walks and railing design as East Fork Hood River Bridge on FAS 341

11. Will County furnish any materials for bridge? ___Yes X No

    Explain: _____

*12. Does County wish State Highway Department to run survey and prepare vicinity map? X Yes ___No

13. Will County run survey and furnish vicinity map? ___Yes X No

14. Will County furnish foundation data? ___Yes X No

ccr-61-a

*15. Does County wish State Highway Department to make foundation tests at ~~County expense?~~ __x__ Yes ___ No

16. Can road be closed during construction? ___ Yes __x__ No

17. Will detour be required? ___ Yes __x__ No **Use existing Bridge**

18. Will detour be constructed and maintained by County? ___ Yes __x__ No

19. Will detour be constructed and maintained by contractor? ___ Yes __x__ No

20. Will County construct approaches or connections? __x__ Yes ___ No

21. Will contractor construct approaches or connections under contract? ___ Yes __x__ No

22. State width of traveled roadway: 22' Width of shoulders: 4'

23. Will additional right-of-way be required? __x__ Yes ___ No
NOTE: Right-of-way costs must be paid by County.

24. Will additional right-of-way be acquired by deed __x__, resolution ___?

25. Does County wish State to prepare option forms for County's use in acquiring right-of-way? __x__ Yes ___ No

26. Will old bridge remain in place? ___ Yes __x__ No

27. Will old bridge be removed by contractor? ___ Yes __x__ No

28. Will old bridge be removed by County? __x__ Yes ___ No

29. Does County wish old bridge salvaged for future use? ___ Yes ___ No

*30. If project is County bridge, does County wish State Highway Department to furnish construction engineering and inspection at County expense? ___ Yes ___ No

31. Does County wish State Highway Department to advertise and accept bids? ___ Yes ___ No (If County project, bids must be referred to County for County to award contract.)

32. Does County wish lightpost bases and conduit installed? ___ Yes __x__ No

33. Does County wish complete job of illumination in project? ___ Yes __x__ No

34. Will any of the following utilities be attached to this structure?

(a) Water mains: ___Yes _x_No Size_____

(b) Sanitary sewer mains: ___Yes _x_No Size_____

(c) Storm sewer: ___Yes _x_No Size_____

(d) Gas mains: ___Yes _x_No Size_____

(e) Power lines: ___Yes _x_No

(f) Telephone lines: ___Yes _x_No

(g) Other utilities? Provide utility holes for future use

35. What is desired date for letting? July or August 1966 if possible

Remarks_____

County of Hood River
Board of Commissioners

By _____

By _____

By _____

By _____

By _____

ccr-61-a

6" 16 ga. corrugated metal pipe thru fill and rock slope protection as shown in Elevation. For details see Dwg. #14660.

℄ Beam "B" — 88'-0" along Roadway ℄ — 87'-11⅝" along beam ℄ — ℄ Beam "B"

8'-3½" — Handrail Post Spacing ~ 9 spaces @ 8'-7" = 77'-3" at ℄ of Handrail, parallel to Roadway ℄

16'-0" along Roadway ℄ — ℄ Bent 1 — 56'-0" along Roadway ℄ — ℄ Bent 2 — 16'-0" along Roadway ℄

15'-11⅛" along beam ℄ — 55'-11⅛" along beam ℄ — 15'-11⅛" along beam ℄

1'-2½"

1'-2½"

5'-6" S.W.

Type "B" Catch Basin – See Dwg. #14660.

Sta. 128+55.39 Elev. 1822.84

Sta. 128+71.62 Elev. 1822.96

Beam "A"

Sta. 129+28.38 Elev. 1823.41

Sta. 129+44.61 Elev. 1823.54

6'-0" ℄ to Bent

92°-38'-24"

91°-40'-48"

Beam "A"

7½"

℄ Roadway

℄ Bent parallel to ℄ Roadway

Sta. 128+56.00

Sta. 128+72.00

Sta. 129+28.00

Sta. 129+44.09

Beam "B"

Beam "C"

Beam "D"

Beam "D"

Beam "C"

Beam "B"

6'-0"

6'-0"

6'-0"

35'-0" Normal to Roadway ℄

Note
Elevations shown are top of concrete at finished grade.

Sta. 128+56.59 Elev. 1824.59

Sta. 128+72.38 Elev. 1824.68

Beam "A"

Sta 129+27.62 Elev. 1824.93

Sta. 129+43.41 Elev. 1825.01

5'-6" S.W.

¼" premolded expansion joint filler thru sidewalk and parapet – typical where shown.

P L A N

Scale 1" = 5'-0"

Standard 2-Pipe Handrail
See Dwg. #19478

+0.77% Grade

Fill

Fill

2' Rock Slope Protection to Elev. 1817.0 – Both Banks of Stream.

High Water Elev. 1814.0

Existing Groundline at ℄, 15' Lt., & 15' Rt.

Elev. 1803.0

Elev. 1803.0

E L E V A T I O N

Scale 1" = 5'-0"

3'-1½" 5'-1½" 6'-3"

3'-1½" 5'-1½" 6'-3"

I-5-1(66)00 Neil Cr.-Calif. Line Sec., Pacific Hwy. (Roadside improvement) 1967

#6972

RECEIVED
JAN 23 1969

FO
I-5-1(66)00
6972

January 22, 1969

Mr. Maurice V. Engelgau
Attorney at Law
P. O. Box 338
Coquille, Oregon 97423

Dear Mr. Engelgau:

This is in reply to your letter of January 20 concerning Mr. Joe Csergei's claims which have been filed against four State highway contracts.

The acceptance dates on these contracts are as follows:

Contract No. 6755, Warren Northwest, a Division of Warren Bros. Company, accepted April 12, 1967.

Contract No. 6947, Baits and Son Co., accepted January 15, 1968.

Contract No. 6972, Jim Foster, accepted January 31, 1968.

Contract No. 6943, Aichele Landscaping, Inc., accepted August 28, 1968.

There is no charge for this information.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:fkm

MAURICE V. ENGELGAU
ATTORNEY AT LAW
295 NORTH BAXTER STREET
POST OFFICE BOX 338
COQUILLE, OREGON 97423
TELEPHONE 396-4312

January 20, 1969

Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon 97310

RE: Contracts 6755, 6947, 6972 and 6943

Dear Sir:

With reference to the above contracts, I represent a material man who has not been paid, Mr. Joe Csergei of Broadbent, Oregon. Notice of his claims have been filed and according to your previous letters were filed within the six months prior to the expiration of six months immediately following the acceptance of the work.

What I would like to know are the dates of the acceptance of the work in contract number 6755, 6947, 6972 and 6943.

Please forward said dates and if there is any charge for this information upon receipt of your statement for the same I shall immediately remit.

Very truly yours,

Maurice V Engelgau

MAURICE V. ENGELGAU

MVE/lg

cc

RECEIVED
JAN 21 1969
OREGON
STATE HIGHWAY COMMISSION

Monthly transaction number 4-57	PR-2A (10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project report number 10	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 4-9-68	County Jackson
Modification number 1		Project number I-51(66)00

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on February 20, 19 67, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 51,163	$ 54,297
Federal funds	$ 47,100.00	$ 48,729.13
Other revisions		

This modification is made for the following reasons:

Final voucher.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 9 day of April, 19 68.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By [signature]

Asst. State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

R. E. Simpson, Division Engineer

By L. R. Backlund
(Division Engineer)
~~R. E. Simpson~~
L. R. Backlund, Administrative Mgr.

US COMM-D C 26364-P65

STATE COPY

n Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
3-47		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY
4 6172	*(PPM 21-7)* 2-10-67	Jackson
		PROJECT NO. I-5-1(66)00

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Neil Creek-California Line Section.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	1-11-67	0.00
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 51,163.00	$ 47,100.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. Z. Kleber

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

A. W. PARSONS, Division Engineer

By L. R. Backlund, Admin. Manager
(Division Engineer)

Date executed by Division Engineer FEB 20 1967

Oregon State Highway Department

Federal-Aid
Project No. I-5-1(66)00

NEIL CREEK-CALIFORNIA LINE SECTION OF THE

PACIFIC HIGHWAY IN JACKSON COUNTY

Project agreement estimate.

Salem, Oregon, February 9, 1966

Type Code Y005
Roadside Improvement (Sta. 270+00 to Sta. 279+90) (Sta. 520+00 to Sta. 535+00) (Sta. 635+00 to 814+35.51) (Contract No. 6972)

Furnishing and Placing Topsoil	4,000	cu.yd.	$ 5.00	$20,000.00
Furnishing and Planting Trees	340	only	11.50	3,910.00
Furnishing and Planting Shrubs	3,100	only	3.75	11,625.00
Furnishing and Planting Vines	1,150	only	0.60	690.00
Furnishing and Planting Seedlings	7,600	only	0.46	3,496.00
Inorganic Fertilizer 10-16-8	20	cwt.	6.75	135.00
Organic Fertilizer 5-3-2	13	cwt.	6.25	81.25
Manure Fertilizer	85	cu.yd.	7.00	595.00
Mulch Material	150	unit	31.00	4,650.00
1-inch Water Pipe	90	lin.ft.	0.62	55.80
1½-inch Water pipe	250	lin.ft.	0.70	175.00
1½-inch Water pipe	330	lin.ft.	0.82	270.60
2-inch Water pipe	240	lin.ft.	1.00	240.00
2-inch Steel Water pipe	50	lin.ft.	5.75	287.50
2-inch Gate Valves	1	only	24.00	24.00
¾-inch Quick Coupling Hose Valves	22	only	8.85	194.70
½-inch Manual Drain Valves	5	only	6.40	32.00
				$46,461.85
Flagging (57½$ of Contractor's Cost)	All Req.			$ 50.00
	Subtotal			$46,511.85
	10% Engr. & Cont.			4,651.15
	Total			$51,163.00

Length of Project _____ 0.00 mile

Federal Funds	$47,100.00
State Funds	4,063.00
Total	$51,163.00

MAIN CREEK-CALIFORNIA STATE LINE SECTION

STATE WORK

PROJECT NO. I-5-1(66)99

5,000-Gallon Septic Tank	1 only	$2,688.00	$2,688.00

Oregon State Highway Department

Federal-Aid
Project No. I-5-1(66)00

NEIL CREEK-CALIFORNIA LINE SECTION OF THE

PACIFIC HIGHWAY IN JACKSON COUNTY

P.S. & E. Estimate

Salem, Oregon, December 30, 1966

Type Code Y005
Roadside Improvement (Sta. 270+00 to Sta. 279+90)(Sta. 520+00 to Sta. 535+00)
(Sta. 635+00 to 814+35.51)

Furnishing and Placing Topsoil	4,000 cu.yd.	$3.50	$ 14,000.00
Furnishing and Planting Trees	340 only	15.00	5,100.00
Furnishing and Planting Shrubs	3,100 only	5.00	15,500.00
Furnishing and Planting Vines	1,150 only	0.60	690.00
Furnishing and Planting Seedlings	7,600 only	1.00	7,600.00
Inorganic Fertilizer 10-16-8	20 cwt.	8.00	160.00
Organic Fertilizer 5-3-2	13 cwt.	8.00	104.00
Manure Fertilizer	85 cu.yd.	8.00	680.00
Mulch Material	150 unit	20.00	3,000.00
1-inch Water Pipe	90 lin.ft.	0.50	45.00
1¼-inch Water Pipe	250 lin.ft.	1.15	287.50
1½-inch Water Pipe	330 lin.ft.	1.25	412.50
2-inch Water Pipe	240 lin.ft.	1.50	360.00
2-inch Steel Water Pipe	50 lin.ft.	4.00	200.00
2-inch Gate Valves	1 only	50.00	50.00
3/4-inch Quick Coupling Hose Valves	22 only	12.50	275.00
½-inch Manual Drain Valves	5 only	10.00	50.00
			$ 48,514.00
Flagging (57½% of Contractor's Cost)	All Required		$ 50.00
		Subtotal	$ 48,564.00
		10% Engr. & Cont.	4,856.00
		Total	$ 53,420.00

Length of Project - - - 0.00 Mile

Federal Funds	$ 49,000.00
State Funds	4,420.00
Total	$ 53,420.00

NEIL CREEK-CALIFORNIA STATE LINE SECTION

STATE WORK

Project No. I-5-1(66)00

5,000-Gallon Septic Tank	1 only	$5,000.00	$5,000.00

RECEIVED
MAR 29 1968
FOR FILING
I-5-1(66)CO
6772

March 29, 1968

Mr. Joe Csergei
Box 122
Broadbent, Oregon 97414

Dear Mr. Csergei:

This is in reply to your letter of March 26 informing us that you have not received money from Rich Northwest Nurseries for furnishing of shrubs on highway jobs.

We have reviewed previous correspondence and find that you have filed claims with the Secretary of State on three highway contracts. All of these were filed within six months after acceptance by the Highway Commission. This filing according to law will protect your claims under the bonds. Copies of these claims have also been forwarded to the surety companies which furnished the performance bonds.

You ask for our advise in collecting money from Rich Northwest Nurseries. Our only suggestion other than hiring an attorney would be for you to write the sureties telling them that you have still not received money for shrubs furnished on these projects. Their addresses are as follows:

Contract No. 6947, United Pacific Insurance Company, Fidelity & Surety Department, P. O. Box 1216, Tacoma, Washington 98401

Contract No. 6755, Federal Insurance Company, Bonding Department, 417 Norton Building, Seattle, Washington 98104

Contract No. 6972, U. S. Fidelity & Guaranty Company, Portland Office, 201 Oregon Bank Building, Portland, Oregon 97204

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:gc

RECEIVED
MAR 15 1968
Wash. DC
Construction, Area Engr

3-4-68

FINAL REPORT (PPM 20-6.1)

FOR FILE

REGION NO.	REPORT NO.		COUNTY	DIVISION
	I-5-1(66)00		Jackson	Oregon
DATE OF REPORT	REPORT MADE BY			PROJECT NO.
3-14-68	Leslie M. Chesshir, Hwy Engr Trainee			I-5-1(66)00
COMPLETION DATE	ACCEPTANCE DATE BY CONTRACTING AGENCY 3-4-68		TIME ELAPSED 100%	APPROVED EXTENSION(S) None
CONTRACT TIME 120 days	LOCATION See below			

The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
A copy of the State's materials certificate is attached to the Division office copy of this report.
Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.
There is compliance with Section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

Other remarks:

NEIL CREEK - CALIFORNIA LINE SECTION
PACIFIC HIGHWAY
Roadside Improvement

This project, located on the Pacific Highway, extends from the north end of the Siskiyou Rest Area (Neil Creek) south to the California State Line. The work performed under this contract consisted of furnishing and placing topsoil; furnishing and planting trees, shrubs, vines, and seedlings; extending the existing irrigation system; and installing a supplementary septic tank.

The following change orders form an approved part of the contract:

(see next page)

The project has been completed in substantial conformity with the approved plans and specifications, including authorized changes and extra work.

Clifford T. Christianson
C. T. Christianson
Area Engineer

Acceptance of the project is recommended.

Original signed
C. R. Brooks
Dist. Engr. C. R. Brooks
Division Engineer

Project Accepted 3-4-68
Date

Asst

3-5-68

RECEIVED
MAR 14 1968
OFFICE OF
STATE HIGHWAY ENGINEER

Price Agreement No.	Amount	Description
1	$ 1,552.50	Shrub size specification change
2	30.00	Tree size specification change
3	205.50	Furnish and plant replacement trees

Daily Work Order No.	Amount	Description
1	$ 50.00	Flagging

The next previous inspection report indicates that a claim was anticipated for damages sustained to the plant materials from procupines. Since the damage was unforeseeable and completely beyond the control of the contractor, Price Agreement No. 3 was approved to cover all costs claimed by the contractor for replacement of the damaged trees. No further claim is anticipated.

Final contract amount is $50,493.12. This is an underrun of the original contract amount of 1.8 percent. Detailed information is available in the statement of overruns and underruns in the Division office project files.

All replacement planting was completed December 4, 1967 and the State Highway Commission authorized acceptance of the contract as of January 31, 1968.

RECEIVED
FEB 1 - 1968
FOR FILING

I-5-1(66)00

6972

February 1, 1968

U. S. Fidelity and Guaranty Company
Portland Office
201 Oregon Bank Building
Portland, Oregon 97204

Gentlemen:

Contract No. 6972 awarded to Jim Foster for roadside improvement on the Neil Creek-California Line Section of the Pacific Highway in Jackson County was completed on June 10, 1967, and accepted by the Highway Commission on January 31, 1968.

Final payment in the amount of $4,110.93 will be released to the contractor after February 8, 1968. The total contract amount is $50,703.62 and no work was performed under force account.

You have been advised previously that a claim has been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Mr. Jim Foster
3325 Highway 66
Ashland, Oregon 97520
L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
JAN 31 1968
FOR FILING

I-5-1(66)00

6972

January 31, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed June 10, 1967, on Contract No. 6972. The contract was with Jim Foster and was for roadside improvement on the Hail Creek-California Line Section of the Pacific Highway in Jackson County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective January 31, 1968, and that you concur in this procedure at the Commission meeting on March 5.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
L. R. Chandler

srb jes

RECEIVED
JAN 30 1968
FOR FILING
I-5-1(66)00
6972
2153

January 12, 1968

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

NOTED
F. B. KLABOE

Dear Sir:

Re: Summary of Statewide Inspection-in-Depth
Landscape Planting - 1967 - 35-67-EID(25)31

I am pleased to note the favorable report made in your letter of January 4 concerning the landscape planting phase of our highway construction program.

Although we consider our tree staking and guying specifications to be basically correct, we concur with you in the advisability of amending them by special provision where applicable. This we intend to do. We are presently rewriting our Standard Specifications and incorporating changes which we trust will clarify and simplify them in light of our respective field observations.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
Mark Astrup

MHA:de srb

Routing

Form FH-121 (4-67)

UNITED STATES GOVERNMENT

Memorandum

RECEIVED
JAN 8 1968
CONSTRUCTION
DIVISION

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: January 4, 1968

In reply refer to: 08-35-DB

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Summary of Statewide Inspection-in-Depth
Landscape Planting - 1967 - 35-67-EID(25)31

We have completed our Statewide Inspection-in-Depth series on the Landscape Planting phase of highway construction.

Our Area Engineers have inspected six projects in this phase as follows:

6972 - Neil Creek - California Line Section, I-5-1(66)00
6947 - North and East Grants Pass Interchange Section, I-5-1(65)56
6944 - Suncrest Safety Area, I-5-1(63)23
6927 - East Marquam Interchange Unit - East Bank Freeway Section, I-5-6(61)302
7039 West Salem Section, Independence Junction - West Salem Section, Willamina - Salem Highway, LSF-47(2), LSF-47(3) 7040
7092 - Goshen Interchange Section, I-5-3(78)190

Our inspections included complete reviews of field and office procedures in connection with administration and construction of landscape planting operations. We have discussed individual project deficiencies with your personnel and furnished you copies of the reports for each project.

Based on our investigations we are pleased to find that the administration, control and supervision of the landscape planting phase of highway construction is adequate and proper assuring high quality results in all respects.

Our reports indicate, however, that there is a need to consider the guying and staking requirements of evergreen trees over 4 feet in height. On the Neil Creek - California Line Section project trees staked by an alternate method in lieu of guying in accordance with Article 752-3.6 were to be observed throughout the establishment period. If this method of stabilization is satisfactory we recommend that future contracts should be so amended by special provision to fit the needs of each individual project.

We would appreciate your consideration and welcome your comments concerning the above-mentioned item.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM S-1232 10M 9-67

RECEIVED
OCT 9 1967

GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

I-5-1(66)60

6972

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 8, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon 97301

Dear Sir:

This is to advise you that the replacement planting was completed on December 4, 1967, on Contract No. 6972, Neil Creek-California Line Section, in Jackson County, in connection with Federal-Aid Project No. I-5-1(66)60.

We request that your office return a signed copy of this letter indicating acceptance or listing below any items or conditions which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

NOTED
F. B. KLABOE
Young 12-15-67

Bureau of Public Roads
Oregon Division Office Endorsement

Date: 12-14-67

Conditions noted on above date:

A final inspection was made on 10-27-67 and the project was considered complete, in substantial conformance with contract specifications, subject to notification of completion of replanting operations. As noted in the last paragraph of the Final Inspection Report the contract work is now considered acceptable.

CTC:
cc: Forrest Cooper
L. H. Young

RECEIVED
DEC 15 1967
OFFICE OF
STATE HIGHWAY ENGINEER

A. W. Parsons
Division Engineer

By: J. H. Girvin
J. H. Girvin
Acting District Engineer

I-5-1(66)00

C

FORM E-1 (REV 12-64) 6972

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Neil Creek - Calif. Line		WEEK ENDING: October 28, 1967
		SECTION PREFIX: 615-1037
HIGHWAY: Pacific		COUNTY: Jackson
NAME OF JOB: Neil Creek - California Line	KIND OF WORK: Roadside Improvement	
CONTRACTOR: Jim Foster	CONTRACT NUMBER: 6972	FEDERAL AID PROJECT NUMBER: I-5-1(66)00
DATE OF CONTRACT: February 8, 1967	DATE WORK STARTED: February 10, 1967	~~CONTRACT~~ COMPLETION DATE: June 10, 1967
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 110	CALENDAR DAYS USED 110
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 100
PROJECT AUTHORIZATION: $55,349.83		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $51,413.84	ENGINEERING AUTHORIZATION $3,935.99	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $50,490.12	ENGINEERING COST TO DATE $6,005.52	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN 2 %	PERCENT OF AUTHORIZATION 153 %	DATE PROJECT WAS COMPLETED: June 10, 1967

Semi-final estimate submitted 8/11/67

ESTIMATED PERCENT COMPLETE (ROADWORK)

	CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE. MAT'L. PROD		
				~~Roadside Improvement~~ ~~XXXXX~~	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT				10.3				
MILES PARTIALLY COMPLETED								
MILES COMPLETED				10.3				
TOTAL ESTIMATED QUANTITIES (CONTRACT)								
TOTAL QUANTITIES CORRECTED TO DATE								
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE								
AVERAGE DAILY QUANTITIES								
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME								
NUMBER OF SHIFTS PER DAY								
HOURS PER SHIFT								

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Showers			
MONDAY	Fair			
TUESDAY	Cloudy			
WEDNESDAY	Fair			
THURSDAY	Cloudy			
FRIDAY	Showers			
SATURDAY	Showers			

Morgan Routing
Decker
Bond
Barbee
Walker
Glenn
Scott
Wills
Litchfield
Olson
BEN GIFFORD

RECEIVED
OCT 30 1967
CONSTRUCTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	Project completed
TUESDAY	Project completed
WEDNESDAY	Project completed
THURSDAY	Project completed
FRIDAY	Project completed
SATURDAY	

REMARKS

B.P.R. area engineer Christiansen over job on Friday and made final inspection. Project was accepted and will be formally complete when all replanting has been completed.

Semi-final estimate was submitted on August 11, 1967. This will be final week ly report.

B. E. Brown — Medford

SIGNED _____ LOCATION _____

Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-FZ16

(REV. 5-66) U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Region
Wash DC
NOV 13 1967

FINAL CONSTRUCTION INSPECTION REPORT
INTERMEDIATE CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

RC

REGION NO.	REPORT NO.	COUNTY	STATE
I-5-1(66)00		Jackson	Oregon

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
10-27-67	C. T. Christianson, Area Engr	I-5-1(66)00

IN COMPANY WITH
H. F. Brown, Res Engr

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	100 %	99 %

REMARKS (1) COMPLETED WORK: (2) WORK IN PROGRESS: (3) COMMENTS AND RECOMMENDATIONS

RECEIVED
NOV 9 1967
OFFICE OF
STATE HIGHWAY ENGINEER

NEIL CREEK - CALIFORNIA LINE SECTION
PACIFIC HIGHWAY
Roadside Improvement

Project work under this contract has been completed at a final estimated cost of $50,498.12 representing an underrun of 1.8%. There were no significant overruns or underruns in individual contract items.

The staking of trees as mentioned in the Inspection-in-Depth Report dated 5-23 and 5-24-67 has proven to be satisfactory in this location. No trees have been damaged due to ineffective staking or guying.

The establishment period for the planting work performed under this contract ended on 10-15-67, at which time a count of dead material was taken for replanting purposes.

The project records in regard to materials and labor provisions of the contract were reviewed and found to indicate conformance with the contract requirements pertinent thereto.

Severe porcupine damage was noted to the Jeffrey Pine and Douglas Fir trees in the Siskiyou Interchange area and the count of replacement material, a copy of which is attached, does not reflect replacement of all of the damaged trees. It was the opinion of the Resident Engineer at the time of the recount that all reasonable efforts had been made by the contractor in protecting these trees and that the plants showing no needle discoloration or evidence of termination would be considered as live trees and become the obligation of the State Highway maintenance. The Landscape Department personnel felt that all trees having been girdled or debarked by porcupine should be replaced as a part of the contract obligation. The Area Engineer concurred in the analysis made by the Resident Engineer with the recommendation that the healthy trees be painted with an approved pruning paint or dressing material in an attempt to reduce the anticipated losses thereof. The matter was presented to the State Highway Department Legal Division for a determination, and

NOTED
F.B. KLABOE
11-9-67

(more)

EDITION OF 5-60 MAY BE USED

it has been determined that it is the contractor's responsbility under the terms of this contract to replace all damaged plant material at his expense as a part of the replanting procedures and that any grievances or requests for additional compensation would have to be handled through the claims procedures. It has been recommended by the State Highway Landscape Department and concurred in by the Bureau of Public Roads that replacement trees be of the California Incensecedar variety since this type of trees has sustained no porcupine damage in this area. Public Roads will support the full replacement planting under the determination made by the Legal Department.

It is anticipated that the contractor will submit a claim for damages sustained to the plant materials by porcupine as being unusual and creating changed conditions from those anticipated at the time of bidding.

It is recommended that this project be considered as complete upon notification by the Resident Engineer that all required replacement planting has been completed.

xxxxxxx
Medford
October 17, 1967

Jim Foster
3325 Highway 66
Ashland, Oregon 97520

Re: Neil Cr. - California Line
Contract 6972
Jackson County

Dear Sir:

Following is a summary of the shrubs and trees which were found dead on our inspection of October 16, 1967;

NAME	NEIL CR.	SISKIYOU INTERCHANGE	STATION 760	CALIF. BORDER	TOTAL
Pacific Madrone	3	2			5
Ketleer Juniper					0
Calif. Incensecedar	3	4			7
Jeffrey Pine					0
Common Douglas Fir	8	45			53
Scarlet Oak		11			11
Hairy Manzanita	61	101			162
Deerbrush Ceanothus	14	28			42
Siberian Dogwood		173			173
Crambush Rockspirea	125	21			146
Pfitzer Juniper				18	18
Waukegan Juniper	10				10
Tamarix Sabin Juniper				20	20
Oregongrape		6	274		280
Gordon Mockorange	84				84
Winter Currant		30			30
State Hybrid Bearberry	609				689

Please advise this office prior to replanting of these plants.

Yours truly,

B. E. Brown
Resident Engineer

BEB:ds
cc: Chandler

RECEIVED
OCT 24 1967
FOR FILING

1-5-1(66)00
6972

Jim Foster, Contractor

October 13, 1967

Mr. F.G. Scheer
Dept. of Claims
United States Fidelity & Guaranty Co.
Suite 201, Oregon Bank Building
Portland, Oregon

Re: Contract #6972
Keil Creek-Calif. Line Section
Roadside Improvement
Jackson County, Oregon

Dear Mr. Scheer:

This is to advise your office that Mr. Georgei's claim in the amount of ninety seven dollars and sixty cents ($97.60) against me is not a legitimate claim.

I placed the entire seedling order with Rich Northwest Nurseries, Inc., Hillsboro, and at no time did I enter into a written or verbal agreement with Mr. Georgei.

Enclosed are thermo-fax copies of the original order placed with Rich Nurseries. Confirmation of the order, order numbers #1345, #0938, #0792, and shipping memos, #3402, and #3458 in Mr. Georgei's handwriting verifying him as Rich Nursery representative.

I telephoned Mr. Floyd Query, Secretary, Oregon State Highway Commission, Salem, October 12th, hoping he could tell me how these matters usually were resolved, if possibly there was a board of review I could appear before and state my case.

Mr. Query informed me there was no such board of review and that the State usually adopts a "hands off policy" in such matters unless there are many such claims made against a contractor.

NOTED
FLOYD QUERY

Home of the Oregon Shakespearean Festival

October 13, 1967
Re: Jim Foster, Contractor
Contract #1972
Hell Creek-Calif. Line Section
Roadside Improvement
Jackson County, Oregon

This is an unfortunate situation----one that I don't like being involved in. However, Rich Nurseries engaged Mr. Georgei's services and since my account for all the seedlings and shrubs from Rich Nurseries was paid in full July 29, 1967, I feel no obligation toward Mr. Georgei.

I have purchase orders and shipping memos from Rich Nurseries in my files verifying this information and since the burden of proof rests with Mr. Georgei I plan no further action in this matter.

If I can be of help and supply your office with further information regarding this matter I will be happy to do so upon request.

Yours truly,

Jim Foster

Jim Foster, Contractor

JF:mf
Encl: 6

cc: Mr. Floyd Quary, Secretary
Oregon State Highway Commission
Hon. Clay Myers, Commissioner
Salem, Oregon

RICH NORTHWEST NURSERIES, INC.

ROUTE 1, BOX 339 • HILLSBORO, OREGON, 97123 • 503 648-1821

ORDER NO. 1045

SOLD TO: Jim Foster
ADDRESS: 3325 Highway 66
CITY: Ashland, Oregon

SHIP TO:
ADDRESS:
CITY:

DATE ORDERED: 2/27/67
WHEN SHIP:
SHIPPING INSTRS:
DATE SHIPPED: 4/7/67
HOW SHIPPED:
B/L NO.:
DATE BILLED: 4/12/67
MEMO NO.: 3462
TERMS:
SALESMAN:

Delivered by Joe Georgel

CUSTOMER'S ORDER NO.

✓	QUAN. SHIPPED	QUAN. ORDERED	ARTICLE	SIZE SHIPPED	PRICE OF SIZE SHPD.	SIZE ORDERED	PRICE EACH	TOTAL	TOTAL AMOUNT
	500		Jeffrey Pine				.35	175.00	

RECEIVED
OCT 30 1967

IMPORTANT: We thank you for your order which we are entering as listed above. Shipment will be made as nearly the time and by the method specified. Any items which we cannot supply are so noted. An invoice will be sent you as soon as final shipment is completed . . . . WARRANTY: We exercise the greatest care to keep our varieties pure and true to name, and at all times hold ourselves in readiness to replace stock that proves otherwise. It is mutually understood that in no instance shall Rich and Sons be held liable for an amount greater than the original purchase price. All orders accepted subject to stock on hand or circumstances beyond our control . . . . . MERCHANDISE RETURNED WITHOUT OUR CONSENT WILL NOT BE ACCEPTED.

INTEREST CHARGED AT 1% PER MONTH ON PAST DUE ACCOUNTS

WHEN WRITING PLEASE REFER TO ABOVE ORDER NO.

RICH NORTHWEST NURSERIES, INC.

ROUTE 1, BOX 330 • HILLSBORO, OREGON, 97123 • 503 648-1881

ORDER NO. 0809

SOLD TO Jim Parker, Contractor
ADDRESS 3325 Highway 66
CITY Ashland, Oregon

SHIP TO For Hall Creek-California Rockrose
ADDRESS Improvement,Jackson County
CITY Evening Phone -482-0056

DATE ORDERED 2/27/87
WHEN SHIP
SHIPPING INSTRS:
DATE SHIPPED
HOW SHIPPED
B/L NO.
TERMS

DATE BILLED
MEMO NO.
SALESMAN

CUSTOMER'S ORDER NO.

✓	QUAN. SHIPPED	QUAN. ORDERED	ARTICLE	SIZE SHIPPED	PRICE OF SIZE SHIPD.	SIZE ORDERED	PRICE EACH	TOTAL	TOTAL AMOUNT
		6	California Incense Cedar Libocedrus decurrens			3-4'	3.50		
		10	Jeffrey Pine Pinus Jeffreyi			4-5'	5.75		
		100	Common Douglas Fir Pseudotsuga Taxifolia			4-5'	3.75		
		100	Greenbush Host Spices Holodiscus Discolor			2-3'	.75		
		75	Pfitzer Juniper Juniperus Chinensis Pfitz.			15-18"	2.50		
		130	Waukegan Juniper Juniperus Sabina Tamariscifolia			15-18"	2.25		
		140	Carolina Hemlocks Tsuga Caroliniana			2-3'	.70		
		40	Winter Currant Ribes Sanguineum			2-3'	.75		
		1000	California Incense Cedar			6-12" B'Proof	.35		
		1000	Rocky Mountain Juniper			"	.40		
		900	Ponderosa Pine			"	.35		
		1000	Jeffrey Pine			"	.35		
		800	Digger Pine			"	.35		

Seedling order

Some of these seedlings cannot be gotten until the snow recedes.

IMPORTANT: We thank you for your order which we are entering as listed above. Shipment will be made as nearly the time and by the method specified. Any items which we cannot supply are so noted. An invoice will be sent you as soon as final shipment is completed . . . . WARRANTY: We exercise the greatest care to keep our varieties pure and true to name, and at all times hold ourselves in readiness to replace stock that proves otherwise. It is mutually understood that in no instance shall Rich and Sons be held liable for an amount greater than the original purchase price. All orders accepted subject to stock on hand or circumstances beyond our control . . . . . MERCHANDISE RETURNED WITHOUT OUR CONSENT WILL NOT BE ACCEPTED.

INTEREST CHARGED AT 1% PER MONTH ON PAST DUE ACCOUNTS

WHEN WRITING PLEASE REFER TO ABOVE ORDER NO.

SHIPPING MEMO

RICH & SONS NURSERY

HILLSBORO, OREGON

S 3458

SALESMAN _____ DATE _____ 196_

NAME _____ SHIP VIA

ADDRESS _____ ☐ AIR FREIGHT ☐ PARCEL POST

CITY _____ ☐ EXPRESS ☐ FREIGHT

☐ OTHER

CK.	QUANTITY			SIZE	PRICE	AMOUNT

SHIPPING MEMO

RICH & SONS NURSERY

HILLSBORO, OREGON

S 3462

SALESMAN _____ DATE _____ 196_

NAME _____

ADDRESS _____

CITY _____

SHIP VIA

☐ AIR FREIGHT ☐ PARCEL POST

☐ EXPRESS ☐ FREIGHT

☐ OTHER

CK.	QUANTITY			SIZE	PRICE	AMOUNT
		(Note reads: Please this pink slip to Sam Rich)				
			TOTAL			

Rich & Sons exercise the greatest care to keep their varieties pure and true to name and at all times hold themselves in readiness to replace stock that proves otherwise. It is mutually understood that in no instance shall Rich & Sons be held liable for an amount greater than the original purchase price. All orders accepted subject to stock on hand or circumstances beyond our control.

over

RECEIVED
SEP 15 1967
FOR FILING

Jim Foster, Contractor

3325 HIGHWAY 66
ASHLAND, OREGON 97520

AREA CODE 503
PHONE 482-0056

EXCAVATING — CRUSHED ROCK — TOPSOIL — FILL MATERIAL — GRANITE
DECORATIVE RETAINING WALL STONE — CINDERS

6972

September 9, 1967

RE: Mr. Joe Csergei claim
Contract No. 6972
Jim Foster, Contractor

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Query:

This is to advise your office that Mr. Csergei claim in the amount of ninety seven dollars and sixty cents ($97.60) against me is not a legitimate claim.

I placed the entire seedling order with Rich Northwest Nurseries, Inc., Hillsboro. Enclosed are themo-fax copies of the purchase orders verifying this order.

Rich Nurseries engaged Mr. Csergei services, therefore he should look to them for the $97.60. I did not enter into any kind of business arrangement with Mr. Csergei whatever.

I paid Rich Nurseries in full July 29, 1967.

Very truly yours,
Jim Foster
Jim Foster, Contractor

Encl: 2
JF:mf

Cc ✓

NOTED
FLOYD QUERY

RECEIVED
SEP 11 1967
OREGON
STATE HIGHWAY COMMISSION

Home of the Oregon Shakespearean Festival

NOTED
C. W. HEAD

RICH NORTHWEST NURSERIES, INC.

ROUTE 1, BOX 330 • HILLSBORO, OREGON, 97123 • 503 648-1821

ORDER NO. 0808

SOLD TO Jim Foster, Contractor

ADDRESS 3325 Highway 66
Ashland, Oregon

CITY

SHIP TO For Wolf Creek-California Roadside
Improvement, Jackson County

ADDRESS

CITY Evening Phone -482-0056

DATE ORDERED 2/27/67

WHEN SHIP

SHIPPING INSTRUCTIONS

DATE SHIPPED

HOW SHIPPED

B/L NO.

DATE BILLED

MEMO NO.

TERMS

SALESMAN

CUSTOMER'S ORDER NO.

✓	QUAN SHIPPED	QUAN ORDERED	ARTICLE	SIZE SHIPPED	PRICE OF SIZE SHPD	SIZE ORDERED	PRICE EACH	TOTAL	TOTAL AMOUNT
		4	California Incense Cedar Libocedrus decurrens			3-4'	3.50		
		49	Jeffrey Pine Pinus Jeffreyi			4-5'	5.75		
		142	Common Douglas Fir Pseudotsuga Taxifolia			4-5'	3.75		
		220	Creambush Bank Spirea Holodiscus Discolor			2-3'	.75		
		75	Pfitzer Juniper Juniperus Chinensis Pfitz.			15-18"	2.50		
		110	Tamarix Sabin Juniper Juniperus Sabina Tamarix			15-18"	2.25		
		149	Gordon Mockorange Phil. Gordonianus			2-3'	.70		
		40	Winter Currant Ribes Sanguineum			2-3'	.75		
		2263	California Incense Cedar			6-12" B'root	.35		
		1318	Rocky Mountain Juniper			"	.10		
		558	Ponderosa Pine			"	.35		
		1365	Jeffrey Pine			"	.35		
		800	Digger Pine			"	.35		

(Copied from original order)

Some of these seedlings cannot be gotten until the snow recedes.

RECEIVED
SEP 1 1967
OREGON
STATE HIGHWAY COMMISSION

IMPORTANT- We thank you for your order which we are entering as listed above. Shipment will be made as nea[r] ... items which we cannot supply are so noted. An invoice will be sent you as soon as final shipment is completed ... WARRANTY ... the greatest ... our varieties pure and true to name, and at all times hold ourselves in readiness to replace stock that proves ... shall Rich and Sons be held liable for an amount greater than the original purchase price. All orders accepted ... control. MERCHANDISE RETURNED WITHOUT OUR CONSENT WILL NOT BE ACCEPTED.

INTEREST CHARGED AT 1% PER MONTH ON PAST DUE ACCOUNTS

WHEN WRITING PLEASE REFER TO ABOVE ORDER NO.

RICH NORTHWEST NURSERIES, INC.

ROUTE 1, BOX 330 • HILLSBORO, OREGON 97123 • 503 648-1821

ORDER NO. 0792

SOLD TO J1 - Foster
ADDRESS 3725 Highway 66
CITY Ashland, Oregon 97520

SHIP TO
ADDRESS
CITY

DATE ORDERED 2/27/67 DATE BILLED
WHEN SHIP Soon as possible
SHIPPING INSTRS
DATE SHIPPED
HOW SHIPPED
B/L NO. MEMO NO.
TERMS SALESMAN
CUSTOMER'S ORDER NO.

✓	QUAN. SHIPPED	QUAN. ORDERED	ARTICLE	SIZE SHIPPED	PRICE OF SIZE SHPD	SIZE ORDERED	PRICE EACH	TOTAL	TOTAL AMOUNT
		1263	Libocedrus decurrens 8" root California Incense Cedar			6-12"	.35		
		1363	Juniperus scopulorum 8" root Rocky Mountain Juniper			6-12"	.40		
		550	Pinus attenuata " Knobcone Pine			6-12"	.35		
		2365	Pinus jeffreyi "			6-12"	.35		
		800	Pinus sabiniana " Digger Pine			6-12"	.35		

THANK YOU

RECEIVED
SEP 11 1967
OREGON
STATE HIGHWAY COMMISSION

IMPORTANT: We thank you for your order which we are entering as listed above. Shipment will be made as nearly the time and by the method specified. Any which we cannot supply are so noted. An invoice will be sent you as soon as final shipment is completed . . . . WARRANTY. We exercise the greatest care to our varieties pure and true to name, and at all times hold ourselves in readiness to replace stock that proves otherwise. It is mutually understood that in no shall Rich and Sons be held liable for an amount greater than the original purchase price. All orders accepted subject to stock on hand or circumstances beyond control . . . . MERCHANDISE RETURNED WITHOUT OUR CONSENT WILL NOT BE ACCEPTED.

INTEREST CHARGED AT 1% PER MONTH
ON PAST DUE ACCOUNTS

WHEN WRITING PLEASE
REFER TO ABOVE ORDER NO.

RICH NORTHWEST NURSERIES, INC.

ROUTE [illegible] BOX 530 • HILLSBORO, OREGON, 9712[illegible] 503 645-1621

ORDER NO. 1045

SOLD TO Jim Foster
ADDRESS 3325 Highway 66
CITY Ashland, Oregon

SHIP TO
ADDRESS
CITY Delivered by Joe Coergel

DATE ORDERED 2/17/67 DATE BILLED 4/12/67
WHEN SHIP
SHIPPING INSTRS:
DATE SHIPPED 4/7/67
HOW SHIPPED
B/L NO. MEMO NO. 3462
CUSTOMER'S ORDER NO. TERMS SALESMAN

✓	QUAN SHIPPED	QUAN ORDERED	ARTICLE	SIZE SHIPPED	PRICE OF SIZE SHPD	SIZE ORDERED	PRICE EACH	TOTAL	TOTAL AMOUNT
	500		Jeffrey Pine				.35	175.00	

RECEIVED
SEP 11 1967
OREGON
STATE HIGHWAY COMMISSION

IMPORTANT: We thank you for your order which we are entering as listed above. Shipment will be made as nearly the time and by the method specified. Any items which we cannot supply are so noted. An invoice will be sent you as soon as final shipment is completed . . . . **WARRANTY**: We exercise the greatest care to keep our varieties pure and true to name, and at all times hold ourselves in readiness to replace stock that proves otherwise. It is mutually understood that in no instance shall Rich and Sons be held liable for an amount greater than the original purchase price. All orders accepted subject to stock on hand or circumstances beyond our control . . . MERCHANDISE RETURNED WITHOUT OUR CONSENT WILL NOT BE ACCEPTED.

INTEREST CHARGED AT 1% PER MONTH ON PAST DUE ACCOUNTS

WHEN WRITING PLEASE REFER TO ABOVE ORDER NO

RECEIVED
SEP 15 1967
FOR FILING

6972

September 7, 1967

6972

U. S. F. and G.
201 Oregon Bank Building
Portland, Oregon

Attention: Mr. William Vanderpool

Re: Jim Foster, Bond No. 58735 12-266-67.

Dear Bill:

I received a copy of the letter Mr. Csergei wrote to the State Highway Commission on August 21, and checked with Mr. and Mrs. Foster regarding the circumstances of his claim.

Mr. Foster contracted with Rich Northwest Nurseries of Hillsboro for nursery stock and trees for this job. The contract provided that these trees meet the specifications and be acceptable to the State Highway Commission.

Apparently, the Rich firm subcontracted some of this material to Joe Csergei. When it arrived, it did not meet the specifications. Some of it was too large and some of it had been exposed to air so the trees were dry and they were rejected.

The Fosters notified the Rich Nurseries and also Mr. Csergei of this condition. Incidentally, they found it necessary to obtain the stock elsewhere. The Rich Northwest Nursery Company acknowledged the fact that their products and that furnished by their subcontractor had not been satisfactory and reduced their invoice accordingly.

If there is any recourse that Mr. Csergei has, we feel it should be against the Rich Northwest Nursery Company, either for failure to notify him of the specifications, or whatever his contention might be. We feel the Fosters have no obligation to Mr. Csergei.

If you have any further questions, please do not hesitate to advise.

Very truly yours,

SINGMASTER INSURANCE AGENCY, INC.

E. H. Singmaster

EHS:gm
cc: Mr. Floyd Query

RECEIVED
SEP - 8 1967
OREGON
STATE HIGHWAY COMMISSION

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN, MEDFORD
KENNETH N. FIELDER, MEMBER, WASCO
DAVID B. SIMPSON, MEMBER, PORTLAND

RECEIVED
SEP 6 1967

FILED
SEP 1 1967
CLAY MYERS
SECRETARY OF STATE

I-5-1(66)00
6972
Claim #4328

RECEIVED
SEP 1 1 05 PM '67
CLAY MYERS
SECRETARY OF STATE

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 31, 1967

Mr. Joe Csergei
Box 122
Broadbent, Oregon 97414

NOTE ON CARD
wlw

Dear Mr. Csergei:

This is to acknowledge receipt of your claim letters of August 15 and August 25 stating that you have furnished trees to Jim Foster in the amount of $97.60.

From the description in your letters, this appears to be in reference to the Jim Foster, Contract No. 6972, for roadside improvement on the Neil Creek-California Line Section of the Pacific Highway in Jackson County.

The U. S. Fidelity & Guaranty Company through Singmaster Insurance Agency, Inc., 343 East Main, Ashland, furnished the performance bond on this contract. We will advise them of the receipt of your claim letters and we will also forward them to the Secretary of State.

Please advise this office when your claim has been paid.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: U. S. Fidelity & Guaranty Company
Singmaster Ins. Agency, Inc.
Jim Foster
Commissioners
Hon. Clay Myers - Please acknowledge receipt of this claim on the enclosed copy of this letter.

RECEIVED
SEP - 6 1967
OREGON
STATE HIGHWAY COMMISSION

Broadbent Ore

Aug 23 1967

Oregon State Highway Dept

Salem Oregon

Dear Mr Cleary

Here are the following trees

I supplied.

Jim Hester address Ore

488 Jeffery Pine 20 apiece 9760

Betty + Son 9817 Cat Burnside Portland Ore

146 Incense Cedar 200 apiece 292.00

850 Native Trees 40 Cents 340.00

Mr J

Oregon State Highway Dept Roseburg Ore

12 Incense Cedar 400 apiece 4800

53 vine Maple 100 apiece 5300

State Highway Dept Mr Lacey Salem Ore

50 Incense Cedar 400 apiece 200.00

20 vine Maple 100 apiece 20.00

Sprague Nursery West area between

Portland + Salem

132 School Occidentalis 200 apiece 264.00

NOTED
FLOYD QUERY

Mr C C Johnston 5221 N Gloria Portland

14 Arcens Cedar 400 apiece 56.00

These are all following shrubs

Released out Back Northwest Nursery

for Planting on Highway on East and

West side, I know Betty & Son planted

them and Willie had the other

Planting, you would have to check

with them or Sam Rick Hillsboro

52 Mangaritta 176.80

52 Red Myrtle

7 Arcens Cedar 42.00

74 Arcens Cedar 231.00

73 Wire Maple 65.70

9 Red Natives 9.00

24 Arcens Cedar 96.00

500 Wire Maple 500.00

7 Arcens Cedar 28.00

11 Wax Myrtle 22.00

8 Wax Myrtle 8 ft 40.00

8 Wax Myrtle 6 ft 20.00

Thank You Joe Csergei

Myrtle Point 572 5905

RECEIVED
AUG 21 1967
FOR FILING

August 21, 1967

Mr. Joe Csergei
Box 122
Broadbent, Oregon 97414

Dear Mr. Csergei:

This is to acknowledge receipt of your letter of August 15 advising that Rich Northwest Nurseries owes you a balance of $2,148.30 for shrubs.

From the description given in your letter, it appears that these plants were furnished on several highway contracts.

Will you please give us a description of the jobs by location and the dollar amount of shrubs supplied on each, so we may notify the sureties and file your claims with the Secretary of State.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:gc

Box 122
Brookings, Oregon 97414
Augest 15, 1967

Secretary
Oregon State Highway Dept.
Salem, Oregon

Gentlemen:

Please be advised that we furnished shrubs to the value of $2707.20 in which I received $658.90 leaving a balance of $2148.30 through Rich Northwest Nurseries, Henry C. Hauser Pres.

These plants were delivered to Jim Foster Ashland, Oregon; Baltz & Sons Grants Pass Oregon; Oregon State Highway Dept. Roseburg Oregon; Lt. Lacey Oregon State Highway Dept. Salem; Rest Area between Portland and Salem; Balty & Sons Planting in Portland; Aichele Planting in Portland.

Enclosed is a list of the shrubs and amount delivered on State Highway plantings.

Yours truly

Joe Csergei

Joe Csergei

FILED
C. V. HEAD

FILED
FILE DELIVERY

RECEIVED
AUG 17 1967
OREGON
STATE HIGHWAY COMMISSION

FOLLOWING SHRUBS WERE FURNISHED

52	Manzaneta	176.80
52	Wax Myrtle	
132	Rhodo Occidentales	264.00
7	Incense Cedar	42.00
74	Incense Cedar 4 to 5	237.50
73	vine Maple	65.70
[illegible]	Rhode Maple	[illegible].00
74	Incense Cedar 4 to 5	300.00
500	vine Maple	500.00
7	Incense Cedar	28.00
12	Vine Maple	36.00
11	Wax Myrtle	22.00
53	Vine Maple	53.00
146	Wax Myrtle	292.00
850	Native Rose	340.00
8	Wax Myrtle 8ft.	40.00
8	Wax Myrtle 6ft.	20.00
488	Jeffery Pine	[illegible]7.60

RECEIVED
AUG 17 1967
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 12 1967

FOR FILING
I-5-1(66)00
6772

1791

July 11, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Re: Oregon Project I-5-1(66)00
Neil Creek-California Line Section
Pacific Highway
Roadside Improvement

Your File: 08-35.6/439

Dear Sir:

Your letter of June 28 and Inspection-in-Depth Report have been reviewed carefully. Our comments on the inspecting officer's recommendations follow.

We know of no way of enforcing a provision for hardening-off plants scheduled for planting in mountainous areas. The contractor could use Wilt-pruf or other amendments to decrease evaporation, but the problem of survival is his and we should not become a party to it. Granted that nursery stock grown under climatic conditions comparable to the project is advisable, but such a requirement is not possible as there are, to our knowledge, no nurseries in the mountainous areas of our State. There is a small nursery at Ashland, but the owner imports most of his stock and those held over from year to year are of insufficient quantity to supply a State project. It would appear from the report that proper heeling-in procedures were being followed.

We have no objection, in this instance, to leaving the two stakes and ties used, and to observe the effectiveness of this method of staking evergreen trees. We do not concur that our specifications be changed. The object of staking is to tie the tree securely to a stake with as little play as possible to prevent lateral wind movement.

The ball on evergreen trees must not be broken. Therefore, staking outside the ball is too farway from the trunk for stability, and play in the tie could injure the plant. Three stakes might be satisfactory, but seem rather overwhelming. Guys placed within the 6-foot diameter mulched area should not conflict with mowing and should be ample for the size of trees normally used.

On checking with the office of the Materials Engineer, I find they have copies of all standards referred to in the specifications and that either tests are made or manufacturers' certificates are accepted.

I trust this answers satisfactorily all questions raised in the report. I am well satisfied with its findings.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. H. Young
L. R. Chandler (enc.)

MHA:de ja

FORM FH-111 (11-65)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: June 28, 1967

In reply refer to: 08-35.6/439

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. F. B. Klaboe

FROM : A. W. Parsons
A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-1(66)00, Neil Creek - California Line Section
Pacific Highway - Roadside Improvement
Inspection-in-Depth No. 35-67-EID(25)4

Attached is an inspection-in-depth report on Landscape, Planting Procedures. This is part of a Statewide inspection-in-depth series.

We request that you advise this office of remedial actions taken or contemplated in connection with this report.

Enclosure
Rpt

orig to Morgan w/enc.

w astw
Young
7-6-67

Routing

Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan

RECEIVED
JUL 6 1967
CONSTRUCTION
DIVISION

Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

35-[illegible]-ETD(25)4

FORM PR-33D (REV. 10-68) cc: OSHD(Klaboe) A[illegible]n Mgr
Region (3)
Wash DC thru Region
Vile 439

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION-IN-DEPTH REPORT

(PPM 20-6.1)

(Check appropriate box) ☒ ORIGINAL INSPECTION REPORT ☐ FOLLOWUP REPORT

REGION	DIVISION	COUNTY	PROJECT NUMBER
8	Oregon	Jackson	I-5-1(66)00

DATE OF INSPECTION	PHASE(S) INSPECTED
5-23, 24-67	Landscape Planting Procedures

INSPECTION MADE BY
C. T. Christianson, Area Engineer
R. A. Nichols, Area Engineer
J. J. Hamernik, Asst Regional Landscape Architect

IN COMPANY WITH
B. E. Brown, Resident Engineer

Discussed with C. M. Williams, Asst. Division Engineer, OSHD

REPORT PREPARED BY
C. T. Christianson, Area Engr — Clifford T. Christianson

PROJECT INCLUDES
☐ GRADING AND DRAINAGE ☐ BASE ☐ PAVING ☐ MAJOR STRUCTURES ☒ OTHER (Specify) Landscape Planting

CONTRACTOR (Name and address)
Jim Foster
Ashland, Oregon

CONTRACT AMOUNT
$ 49,149.85

PROJECT STATUS (% comp.)
75%

LOCATION
Beginning at the north end of the Siskiyou Safety Rest Area (Neil Creek) and ending at the California State Line.

REPORT FORMAT: (1) SUMMARY OF FINDINGS: (2) RECOMMENDATION (INCLUDING NEEDED FOLLOWUP ACTION); (3) DETAILED REPORT OF INSPECTION.

NOTE: This inspection forms a part of a Statewide inspection-in-depth on landscape procedures.

NEIL CREEK - CALIFORNIA LINE SECTION
PACIFIC HIGHWAY
Roadside Improvement

SUMMARY OF FINDINGS

Materials in general were in very good condition at the time of incorporation into the work and had been inspected and/or tested for specification compliance in accordance with the terms of the contract.

Plant materials had been properly handled and protected throughout the delivery, storage, and planting operations. However, the Oregon grape and cedar seedlings did not show good survival characteristics. It is felt that the condition of these plants is due to the shock of a drastic climatic change from nursery to project.

(more)

EDITION OF (5-64) IS USABLE

Construction operations in progress, as well as the completed work, bore evidence of the high quality of workmanship and sound engineering found on this project. Plants were located in accordance with plan requirements, and planting pits and beds had been prepared in accordance with contract specifications.

It was noted that evergreen trees over 4 feet in height were not guyed in accordance with Article 752-3.6 of the Standard Specifications. In lieu of the specified guying, two stakes with individual ties were being used with apparently satisfactory results.

Project records maintained for accountability of materials and work in connection with measurement and payment were very complete and easy to review. It is felt that these records are in conformance with recognized State procedures.

RECOMMENDATIONS

It is recommended that greater emphasis be placed on hardening-in or healing-in procedures in mountainous areas to reduce the effect of climatic shock resulting from the moving of nursery grown plants to hot, dry, mountainous areas with severe weather conditions.

It is recommended that on this particular project the evergreen trees staked with the two stakes be left in place as tied and observed throughout the establishment period for suitability of this type of stabilization. If it is determined that staking is satisfactory on these trees, future projects should be so amended by special provision. However, if the staking does not prove satisfactory, all project engineers should be advised of the proper guying procedures in accordance with specifications.

DETAILED REPORT OF INSPECTION

This inspection involved a full review of engineering and construction operations in connection with landscape planting. Materials were generally inspected in the field, as well as by review of inspection and laboratory reports and found to be in compliance with contract specifications. The project office did not have copies of the ASTM or Department of Commerce

(more)

Commercial Standards available for coordinated checking of the steel and plastic pipe utilized in the irrigation system. It is assumed that the Central Laboratory has copies of all standards referred to by the specifications, and that the tests are made in accordance therewith.

Plant materials being incorporated into the project had a very satisfactory appearance, with the exception of the Oregon grape and cedar seedlings. These plants appeared to be suffering severely from the climatic change involved in moving the plants from the nursery to the project. The Resident Engineer indicated that many of the plants had been taken directly from nursery to project without intermediate storage or healing-in. Several plants were measured for height, spread, and caliper and found to be within the requirements of the plans and specifications. All plants noted are nursery grown, with the exception of the deer brush, which had been gathered as allowed by the Special Provisions. All other plants were tagged with nursery delivery tags. The plant storage area was reviewed and the condition of plants observed, indicating that the contractor was exercising very good care of plants between delivery and planting. Several balled plants were checked and found to have firm, unbroken balls.

A field review of construction operations indicated that the trees were located in substantial conformance with plan requirements, consistent with the snow control theory behind the project design. Ground drainage and growth conditions have been reviewed jointly between the Resident Engineer and the contractor and are considered suitable. All large trees were located outside of the minimum 30-foot lateral clearance from the traveled way. Planting pits were installed according to plans and contained 2 CY of topsoil per tree as called for by the Special Provisions.

It was noted that the guying and staking of all trees complies with the specifications, with the exception of the evergreen trees over 4 feet in height. In lieu of the specified tree guy wires, the trees were staked and tied to two stakes on opposite sides of the tree. Since there are relatively few trees over 4 feet in height and since the plan number of such trees has been reduced by price agreement allowing a smaller size, it is recommended that the staked trees be observed throughout the establishment period with regard to suitability of this type of staking, and perhaps with the idea of modifying the size requirements for this type of treatment on future projects. The guying, as called for by the Standard Specifications, would undoubtedly have disadvantages with regard to mowing of the area around the trees from a maintenance standpoint.

(more)

It was noted that highly satisfactory care had been exercised on the project with regard to handling of plants. However, the point was mentioned that evidence had been noted of lack of care in loading plants at nursery. The contractor exercises care in unloading and transporting of the plants to prevent broken branches, stems, and balls. The plants are inspected at the time of unloading and rejected as necessary. Root systems are kept moist at all times and planting of seedlings and bare rooted plants is performed basically by hand to avoid damage to the root system. All plants are thoroughly settled by tamping and watering of the backfill material to prevent air pockets and to maintain healthy root systems. Very little root pruning is performed on the project since the major amount of this type of work is performed at the nursery prior to loading. However, pruning is performed as required on all trees arriving at the project.

The irrigation systems have been installed in accordance with the plans and specifications and pressure tested prior to backfilling. Care was taken in every case to avoid twisting or bending stresses on the pipe during construction and jointing. The plastic pipe cementing operation was performed by the pipe distributing organization and complies with the manufacturer's recommendations.

All records maintained for accountability of materials were reviewed and found to be in compliance with State procedures and policies. The set of records found on this project was very thorough and accurate and facilitated easy review and inspection.

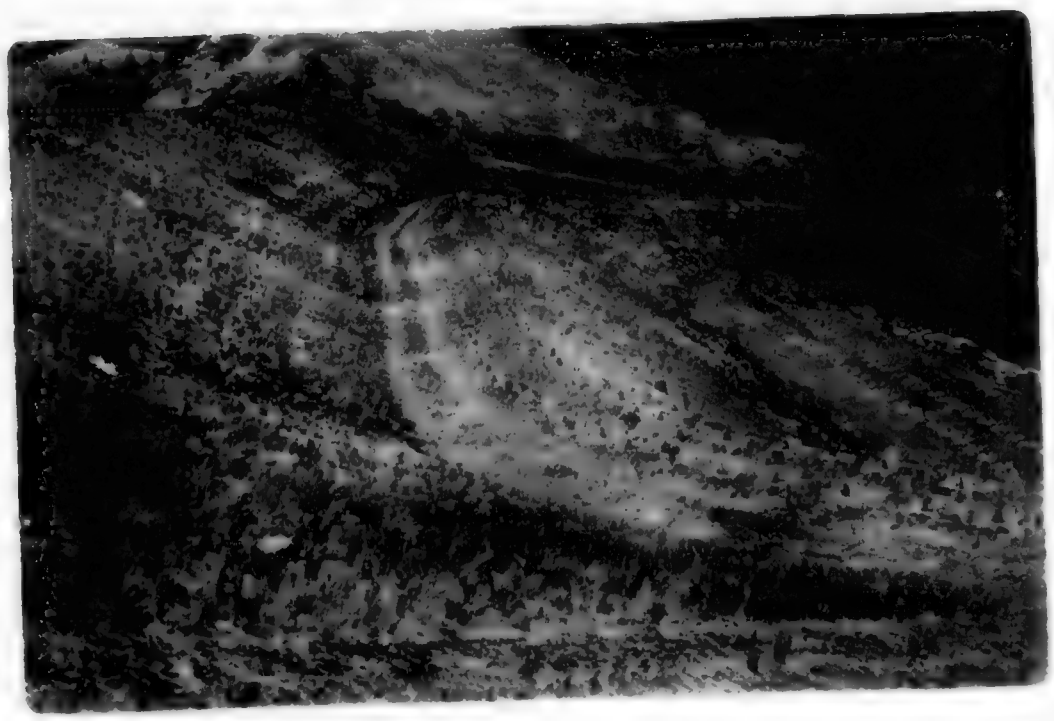
Traffic was being controlled through the project in accordance with the Oregon Signing Manual pertinent to construction operations.

Worksheets and guidelines are attached to the Division office copy of this report.

CONTRACTOR'S STORAGE AND HEALING-IN
AREA IN VALLEY NEAR ASHLAND

TREE PLANTING AT SISKIYOU INTERCHANGE
NOTE WATER BASIN IN ARID ZONE

TREE TIES IN USE ON THIS PROJECT



PINE AND CEDAR SEEDLINGS DESIGNED FOR FUTURE SNOW CONTROL NOTE SHADE SHINGLES FOR PROTECTION DURING SUMMER

RECEIVED
FEB 16 1967

Form 08-121
(11-63)
(Pres. by
A.O. 20[illegible])

UNITED STATES GOVERNMENT

Memorandum

I-5-1(66)00

TO 6972 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: February 15, 1967

In reply refer to: 08-35-EC

SUBJECT: Oregon Project I-5-1(66)00
Neil Creek - California Line Section
Roadside Improvement

As requested in Mr. Young's letter of February 9, 1967 advising that all rights of way or rights of entry and access rights have been acquired for the above project, we hereby concur as of February 8, 1967 in the award of contract No. 6972 to Jim Foster, of Ashland, Oregon, low bidder in the amount of $49,149.85 at the February 2, 1967 bid opening.

copy to Young 2-16

RECEIVED
FEB 18 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
FEB 9 - 1967

I-5-1(66) 00

6972

February 8, 1967

Mr. Jim Foster
3329 Hwy. 66
Ashland, Oregon 97520

Dear Mr. Foster:

Enclosed are three copies of Contract No. 6972 for $49,149.05 awarded to you by the State Highway Commission today. This contract is for roadside improvement on the Hail Creek-California Line section of the Pacific Highway in Jackson County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin February 21, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

Enclosures

bc Frank Morgan
L.H. Young
I.D. Merchant
C.D. Matthis (SIAC)
L. R. Chandler
Bill Brown
Mark Astrum

RECEIVED
JAN 11 1967

Form CD-121 (11-63) (Rev. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

6972

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: January 6, 1967

In reply refer to: 08-35-EC/710.11

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Federal-aid Interstate Program

NOTED
F. B. KLABOE

Mr. Chase's December 16 letter submitted six items for inclusion in the subject program as Stage 2 Construction Phase projects. These items are approved effective today as detailed below:

Item	Project	Location	Work
472	I-5-2(53)82	Azalea - Glendale Junction	Landscape *
473	I-5-2(54)112	S. Umpqua Rest Areas	2 Wells
474	I-5-3(76)145	Cabin Creek Rest Area	Water Storage
475	I-5-1(66)00	Neil Creek - California Line	Landscape
476	I-80N-5(25)184	Stanfield Safety Rest Area	Rest Area Facilities
477	I-80N-3(51)84	The Dalles Bridge Inter.	Landscape *

This approval is with the understanding that the irrigation facilities on Items 475, 476, and 477 meet the warrants established in Mr. William's June 16, 1966 memorandum to Regional Engineers.

As noted on the PR-1 for Item 475, I-5-1(66)00, Neil Creek - California Line Section, any addition or modification of the sanitary facilities on the Siskiyou Rest Area shall be nonparticipating.

This action provides for improvement on 19.18 miles of Interstate Highway at a total aggregate cost of $532,000, of which $488,600 is reserved as Federal-aid Interstate Funds.

* Should be unobligated for now to conserve Funds
F B Klaboe

NOTED
F. B. KLABOE

RECEIVED
JAN 1967
OFFICE OF
STATE HIGHWAY ENGINEER

1-11-67
REFERRED TO
Young
Asst. State Hwy. Engr.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 20 1966

I-5-1(66) C
C472

Commissioners
J. Par Metke, Bend
Chairman
Wayne E. Phillips, Baker
Vice-Chairman
John P. Amacher, Winchester
Tallant Greenough, Coquille
Joseph W. Smith, Klamath Falls

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

December 23, 1966

Routing
Morgan
Dacker
Bond
Barbee
Walker
Glenn
Swan
Pease
Morelock
Trout
Scott
Wille
Litchfield
Olson

RECEIVED
DEC 27 1966
CONSTRUCTION
DIVISION

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

We have reviewed the plans for the following projects referred to in your letter of December 19,1966.

1. Cabin Creek Safety Rest Area Section, Pacific Highway, Douglas County.

2. Neil Creek-California Line Section, Pacific Highway, Jackson County.

3. Stanfield Safety Rest Area Section, Old Oregon Trail Highway, Umatilla County.

4. South Umpqua River Safety Rest Area Section, Pacific Highway, Douglas County.

There will be no conflict with wildlife resources as a result of any of the above projects, so they are approved.

We appreciate the opportunity to make comments on the projects.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

ROK/dm 12-27-66 Copies to: F. B. Klaboe
L. H. Young
Frank Hall (4)
T. C. Roake
J. E. Morelock
L. R. Chandler (6)
A.F. Parson (2)
fp

cc: Director OFC

120-1630 Maxwell Rd. & Park Ave. at River Rd. on Junction City-Eug. Hwy. (Traffic signals) 1967

#6973

CdH 3276

RECEIVED
AUG 14 1967
FOR FILING

120-1630

6973

August 9, 1967

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 6973 awarded to Ace Electric Company for installation of traffic signals on Maxwell Road and Park Avenue at River Road of Junction City-Eugene Highway in Lane County was completed on May 26, 1967, and accepted by the Highway Commission on August 8, 1967.

Final payment in the amount of $642.14 will be released to the contractor after August 16, 1967. The total contract amount is $8,315.19 including $78.19 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhn

cc Ace Electric Company
5104 N.E. Oregon Street
Portland, Oregon 97213

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
AUG 9 1967
FOR FILING

120-1630
6973

August 8, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed May 26, 1967, on Contract No. 6973. The contract was with Ace Electric Company and was for the traffic signal installation on the Maxwell Road and Park Avenue at River Road Section of the Junction City-Eugene Highway in Lane County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective August 8, 1967, and that you concur in this procedure at the Commission meeting on August 29.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Tom Edwards
Victor D. Wolfe
C. H. Maison
F. B. Crandall
L. H. Young
L. R. Chandler

SRB:cp

RECEIVED
AUG 21 1967
FOR FILING

12D-1630

6973

July 27, 1967

Ace Electric Company
5104 N. E. Oregon Street
Portland, Oregon 97213

#9

Gentlemen:

The State Highway Commission at its meeting on July 24, 1967, considered your request for an extension of time on Contract No. 6973 for the installation of traffic signals at Maxwell Road and Park Avenue on the North River Road Section of the Junction City-Eugene Highway in Lane County.

After considering the recommendation of the Engineer and other available information, the Commission granted you an additional five days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

gs

cc: L. R. Chandler
Ellis Jones
L. H. Young
I. D. Merchant
C. H. Maison

RECEIVED
JUL 17 1967
FOR FILING

6973

July 14, 1967

Oregon State Highway Commission

Request for Extension of Time
No. 9
July 24, 1967 meeting

Gentlemen:

Ace Electric Company, contractor for the installation of traffic signals at Maxwell Road and Park Avenue on the North River Road Section of the Junction City-Eugene Highway in Lane County, Contract No. 6973, has requested that he be granted an additional five calendar days in which to complete the contract work without assessment of liquidated damages.

The contractor states that a strike in the pole fabrication plant prevented manufacturer and delivery of the poles, thus delaying his completion of the contract work.

The contract allotted ninety calendar days in which to complete the contract work. Ninety-five calendar days were charged. The contractor has furnished evidence that the strike in the pole fabricating plant did delay the contract work.

We recommend that the contractor be granted a five-day extension without assessment of liquidated damages. This waives an assessment of $150 and leaves no remaining charges for liquidated damages.

This matter will be on the agenda for your consideration at the July 24 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klabee
Assistant State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
I. D. Merchant
L. H. Young
C. H. Maison
L. R. Chandler

CAG:jf fn
Enc.

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6973 Contractor Ace Electric Company

Highway Junction City-Eugene

Section Maxwell Road and Park Avenue at Belt Line Road

Kind of Work Traffic Signal Installation

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows:

Because of strike in pole manufacturer's plant which delayed delivery of poles.

Recommended for Approval:

Carl M Mullen
Division Engineer

Ivan V Marchant
~~Construction Engineer~~ or Bridge Engineer

M Kahoe
~~Assistant~~ State Highway Engineer

Contract No. 6973

Project designation State (State-Federal)

Date awarded 2-8-67

Work started 4-17-67

Per cent completed 100% 5-26-67 (Date)

No. of ~~Workdays~~ Calendar Days Allowed 90

No. of ~~Workdays~~ Calendar Days Used 95

No. of Added Workdays Requested 5

E—320 (Rev.)—8M—10-57

OREGON STATE HIGHWAY COMMISSION

RECEIVED
( ) DEPT.
BRIDGE DIVISION
AM JUL 6 - 1967 PM
7,8,9,10,11,12,1,2,3,4,5,6

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date June 20, , 19 67

Gentlemen:

We, the undersigned, respectfully request an increase in the number of ~~workdays~~ calendar days from 90 days to 95 days, within which to complete our Contract No. 6973, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the ~~workdays~~ calendar days during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Our schedule was impaired due to a strike that you were advised of on April 26, 1967, copy of letter enclosed. We feel that it was through our cooperation with Mr. Ellis Jones and the using of state poles which caused us some delays, that kept this project from lapsing into an even greater penalty.

Respectfully submitted,

ACE ELECTRIC COMPANY
Contractor

By Riley R. Taylor

CONSENT OF SURETY

Date June 23, , 19 67

We, UNITED PACIFIC INSURANCE COMPANY

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of ~~workdays~~ calendar days, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

James P. Dooney
James P. Dooney Attorney-in-fact
J. B. L. & K. CORPORATION (SEAL)
Resident Agent

ACE ELECTRIC COMPANY
ELECTRICAL CONTRACTORS
5104 N. E. OREGON STREET • P. O. BOX 4981 • PORTLAND, OREGON 97213 • 284-2121

April 26, 1967

Mr. Ellis H. Jones
Resident Bridge Engineer
Oregon State Highway Department
Salem, Oregon 97310

Ref: Traffic Signal Installation
Maxwell Road, Park Avenue, River Road
Contract No. 6973
Our Job No. 4-5725

Dear Mr. Jones:

Enclosed please find copy of correspondence received from Weld-Rite Company dated April 26, 1967, over signature of A. C. Genor.

The letter is self-explanatory and will cause a delay in this traffic signal installation. As soon as the duration of this strike is made known to us, we will apply for an extension of time. Please advise.

Very truly yours,

ACE ELECTRIC COMPANY

H. Low Newman

HLN:ka

Enclosure

Distr: CDC
Est
cu

COPY

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM JUL 6 - 1967 PM
7,8,9,10,11,12,1,2,3,4,5,6

Weld-Rite Company

4417 OAKPORT STREET • OAKLAND, CALIFORNIA 94601 • P. O. BOX 7306
TAPER POLES FOR STREET LIGHTING • FLOOD LIGHTING • TRAFFIC SIGNALS
Area Code 415 Telephone 261-3341

REPLY TO
WELD-RITE COMPANY, SUITE 7
1330 S. W. MORRISON STREET
PORTLAND, OREGON 97205
PHONE: (503) 227-1095

April 26, 1967

Ace Electric Co.
P. O. Box 4981
Portland, Oregon

Attention: H. L. Newman

Dear Mr Newman:

This is to advise that a boiler makers strike at the plant in Oakland, California has shut down our production line thereby making it impossible for us to complete fabrication and make our promised delivery to you on this date. We were hopeful of an early settlement but, as of this date, it appears we are not going to be able to deliver the traffic signal poles prior to two weeks after the end of the strike.

We will keep you advised of our progress.

Sincerely yours,
Weld-Rite Company
H. C. Geier
A. C. Geier

RECEIVED
[illegible] DEPT.
BRIDGE DIVISION
AM JUL 6 - 1967 PM
7,8,9,10,11,12,1,2,3,4,5,6

RECEIVED
JUN 1 1967

FOR FILING
120-1650
6973

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

May 29, 1967

To: Memo to File

SUBJECT: Traffic Signals
Junction City-Eugene Highway
at Park Avenue and Maxwell Rd.

On Friday, May 26, Ellis Jones called me and stated that the traffic signals at the intersections of the Junction City-Eugene Highway with Park Avenue and Maxwell Road were placed in operation that afternoon.

Val Johnson
Traffic Control Engineer

VPJ:hm
cc Edwards

NOTED
TOM EDWARDS

RECEIVED
JUN 1 1967
HIGHWAY ENGINEER

FORM E-1 REV 10-61

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Maxwell Rd. & Park Ave. at River Road		WEEK ENDING: 5-26-67
		SECTION PREFIX: 120-1630
HIGHWAY: Junction City-Eugene		COUNTY: Lane
NAME OF JOB: Maxwell Rd. & Park Ave. at River Rd.	KIND OF WORK: Traffic Signal Installation	
CONTRACTOR: Ace Electric Company	CONTRACT NUMBER: 6973	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: February 8, 1967	DATE WORK STARTED: April 17, 1967	ESTIMATED COMPLETION DATE: May 26, 1967
AVERAGE FORCE ON PROJECT FOR THE WEEK: 4 MEN: 3 SUPERVISION: 1	SPECIFIED WORK DAYS: —	WORK DAYS USED: —
	SPECIFIED CALENDAR DAYS: 90	CALENDAR DAYS USED: 95
	SPECIFIED COMPLETION DATE: —	PERCENT OF TIME ELAPSED: 106%
PROJECT AUTHORIZATION: $ 14,376.37		
EXCLUSIVE OF ENGINEERING: $ 13,354.05	ENGINEERING AUTHORIZATION $ 1,022.32	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 12,937.00	ENGINEERING COST TO DATE $ 570.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 97%
ESTIMATED PERCENT: [redacted] UNDERRUN 2.9%	PERCENT OF AUTHORIZATION 56 %	DATE PROJECT WAS COMPLETED: May 26, 1967

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
—	—	—	—	—	—		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	Not Applicable				
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

1 Panel Truck 1 Ladder Truck

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear			
MONDAY	Clear			
TUESDAY	Clear			
WEDNESDAY	Clear			
THURSDAY	Clear			
FRIDAY	Clear			
SATURDAY				

RECEIVED

BEN G. FORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY 5-22	Installing signal heads at Park Ave.
TUESDAY 5-23	Installing control equipment at Park Ave.; Installing signal heads at Maxwell Rd.
WEDNESDAY 5-24	Installing control equipment at Maxwell Rd.; Painting signal installations at Park Ave. and Maxwell Rd.
THURSDAY 5-25	Completed signal installation; General cleanup.
FRIDAY 5-26	Tested signals; General cleanup.
SATURDAY	

REMARKS

Status: Project complete and in operation 5-26-67.

Project visited by Robert T. Judson, Electrical Supervisor, May 26, 1967.

FINAL WEEKLY REPORT

SIGNED E. H. Davis LOCATION 2191 E. 15th Eugene, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 4 COPIES.

SP°F216

RECEIVED
FEB 9 - 1967

120-1630

6973

February 8, 1967

Ace Electric Company
5104 N. E. Oregon Street
Portland, Oregon 97213

Gentlemen:

Inclosed are three copies of Contract No. 6973 for $8,279.00 awarded to you by the State Highway Commission today. This contract is for traffic signal installation at Maxwell Road and Park Avenue on River Road on the Junction City-Eugene Highway in Lane County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin February 21, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Enclosures

bc Frank Morgan
L.H. Young
I.D. Merchant
C.D. Matthis (SIAC)
L.R. Chandler
Ellis Jones

RECEIVED
MAR 7 - 1967
FOR FILING

720-1630

6473

Agenda
46

February 6, 1967

MISC. CONTRACTS and
AGREEMENTS No. 3276

Board of County Commissioners
Lane County Courthouse
Eugene, Oregon 97401

5252

Gentlemen:

We are enclosing for your files a fully executed copy of an agreement covering the installation of semi-actuated traffic signals at intersections of Junction City-Eugene Highway with Park Avenue and Maxwell Road in Lane County.

A fully executed copy of this agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

lmr
Enclosure

cc: Mr. F. B. Crandall
(Conformed Copy)

RECEIVED
JAN 4 - 1967
FOR FILING
120-1630
6973

January 4, 1967

4824

Oregon State Highway Commission

Gentlemen:

An agreement has been executed with Lane County for the installation of semi-actuated traffic signals at the intersections of the Junction City-Eugene Highway with Park Avenue and Maxwell Road in Lane County.

This agreement provides that the State shall do the work, with the County agreeing to pay one-half the cost, maintain the installations and pay for electrical energy. The total estimated cost of this project is $16,000, State's share to be taken from State Construction Funds. A check in the amount of $8,000 has been received from the County to cover its share of this project.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

This matter will be on the agenda for your consideration at the January 31 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall
E. S. Hunter
C. H. Maison
J. J. Gix
L. R. Chandler

LEG:njc bg

MAR 17 1966
FOR FILING

120-1620

647=

Cross Referenced To:
Adm
Petitions
Inter Co.

March 16, 1966

Mrs. Raymond Klein
477 Park Avenue
Eugene, Oregon

4452

Dear Mrs. Klein:

This is in further regard to your petition requesting the installation of traffic signals at the intersection of the Junction City-Eugene Highway (River Road) and Park Avenue north of Eugene.

We have investigated this intersection and it was found that traffic volumes on Park Avenue are quite low and that almost all drivers entering the intersection from Park Avenue make a right-turn movement. Of the accidents occurring at this intersection during a five-year and ten-month period, only two were of a type that might have been prevented by traffic signals.

Because of the traffic and accident patterns at this intersection, it is not believed that the installation of traffic signals is warranted.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
L. R. Chandler (enc.)

VPJ:ji jwa

RECEIVED
MAR 3 - 1966
FOR FILING

Main
Letter
Light Eugene

March 1, 1966

79a
4452

Mrs. Raymond Klein
477 Park Avenue
Eugene, Oregon

Dear Mrs. Klein:

We are in receipt of your petition requesting that a light be installed at the intersection of Park Avenue and River Road.

We will be in further communication with you following review of your request.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Victor D. Wolfe
Administrative Assistant

bc Forrest Cooper
R. L. Porter
Tom Edwards

2985

EDWARDS

BY BEAUTY STATE H

MAR 1 66

[illegible]

We, the undersigned, respectfully request that a traffic light be installed at the intersection of Park Avenue and River Road in Eugene.

Because of the heavy flow of traffic on both River Road and Park Avenue, it becomes increasingly difficult to turn on to and off of Park Avenue, especially during morning and afternoon heavy traffic flow. Not only does this hinder traffic, but it also creates a real potential for accidents.

Very truly yours,

Mrs. Ray Klein

Mark Tocker 233 Hollyanna
Jack Foull
Bob Lowenty 1040 River Rd.
Wayne C. Youel
1805 Andrews Lane
Julie F. Lindgren
492 Park Ave
W. O. Holcomb MD
Sylvia Holcomb
394 Park Ave.
Otto Charnecki
490 Park Ave
Ida Charnecki
490 Park Ave
Maxine Hayes
533 Park Ave.
Merle C. Hayes
533 Park Avenue
Mary E. Houchen
374 Park Avenue
Glen E. Houchen
374 Park Ave

2110 Escalante
Geo Eloerdeen
2535 Channelton

Howard C. Nagel
88 W Hillcrest Dr.
George L. Muller
393 Park ave
[illegible]
393 Park ave

Thomas F. + Barbara Ann Sime
395 Hawthorne ave
Eugene Oregon
Leonard A. Smith MD
[illegible]
856 Kelly
Alan L. Hall 1830 Park Ave
[illegible]
[illegible]
Tyler Bennett
2350 Friendland St. Eugene
Karl C. Bayley
1474 Lake dr. - Eugene

Lidie Cone
40 Lindmar Lane, Eugene

N. J. Belmore
1225 Mackay Drive

Lloyd J. Walker
[illegible] Orlis Ln
Eugene, Ore.

[illegible] W. Blood
770 Filbert Ave.
Apt. [illegible]

Charles Crum
970 Fernwood Dr
Eugene

Walter Shuler
195 Lindmar Lane
Eugene, Oregon

Gary WALKOR
108 "J" St.
SPRINGfield, ORE.

Del. Fewell
1772 Grove
Eugene

Richard L. Clemens
577 River Rd.
Eugene, Oregon

Mack (Leslie
865 Hallow St
Eugene Ore

David H. Wells
Charles G. Wells
1439 BARTON AVE -

Robert W. Dubbkoop
250 Miriam Lane

Robert E. Miller
1463 Lake Drive

J. Norman Bennett
914 River Road
Eugene, Ore.

E. Wesley Morse
585 River Road

Louis W. Bell
1540 Santa Rosa. Eugene

Raymond & Nancy Klein
477 Park ave.

RECEIVED
FEB 28 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 28 1966
OREGON
STATE HIGHWAY COMMISSION

20-1142 Coast Fork Willamette R. Over- 1967
flow Br. on Willamette Hwy.
#6974 (Structure & channel change)

RECEIVED
AUG 16 1967
FOR FILING

20-1142

6974

August 16, 1967

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 6974 awarded to Hamilton Construction Company for structure and channel change on the Coast Fork Willamette River Overflow Bridge on the Willamette Highway in Lane County was completed on May 31, 1967, and accepted by the Highway Commission on August 15, 1967.

Final payment in the amount of $971.00 will be released to the contractor after August 23, 1967. The total contract amount is $32,983.36 including $616.69 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Hamilton Construction Company
P. O. Box 1376
Eugene, Oregon 97401

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
AUG 16 1967
FOR PLANS

20-1142
6974

August 15, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed May 31, 1967, on Contract No. 6974. The contract was with Hamilton Construction Company and was for the structure and channel change on the Coast Fork Willamette River Overflow (M.P. 0.9) Bridge Section of the Willamette Highway in Lane County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective August 15, 1967, and that you concur in this procedure at the Commission meeting on August 29.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
Ivan D. Merchant
C. H. Maison
L. H. Young
L. R. Chandler

srb:rg

FORM E.1 REV. 10-61

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	SECTION: Coast Fork Willamette R. Overflow (M.P. 0.9) Br.	WEEK ENDING: 5-31-67
		SECTION PREFIX: 20-1142
	HIGHWAY: Willamette	COUNTY: Lane
NAME OF JOB: Coast Fork Willamette River Overflow (M.P. 0.9) Bridge	KIND OF WORK: Structure and Channel Change	
CONTRACTOR: Hamilton Construction	CONTRACT NUMBER: 6974	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: February 6, 1967	DATE WORK STARTED: March 9, 1967	ESTIMATED COMPLETION DATE: May 31, 1967
AVERAGE FORCE ON PROJECT FOR THE WEEK: 4 MEN: 3 SUPERVISION: 1	SPECIFIED WORK DAYS: ——	WORK DAYS USED: ——
	SPECIFIED CALENDAR DAYS: 100	CALENDAR DAYS USED: 100
	SPECIFIED COMPLETION DATE: ——	PERCENT OF TIME ELAPSED: 100%
PROJECT AUTHORIZATION: $39,282.46		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: *98%
EXCLUSIVE OF ENGINEERING: $36,489.04	ENGINEERING AUTHORIZATION: $2,793.42	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $33,478.41	ENGINEERING COST TO DATE: $1,850.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 90%
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%	PERCENT OF AUTHORIZATION ____%	DATE PROJECT WAS COMPLETED: May 31, 1967

ESTIMATED PERCENT COMPLETE (ROADWORK)

Obliteration of Detour	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	Riprap	Detour Surfacing	Paving
100%	——	100%	100%	——	100%	100%	100%

	GRADING	Base	[redacted]	[redacted]	PAVING
MILES IN PROJECT	0.23	0.23		0.23	
MILES PARTIALLY COMPLETED	0.23	0.23		0.23	
MILES COMPLETED	-0-	0.23		0.23	
TOTAL ESTIMATED QUANTITIES (CONTRACT)	4,500 CY	1,230 CY	240 CY	830 Lin.Ft.	30 Tons
TOTAL QUANTITIES CORRECTED TO DATE	4,103 CY	984 CY	196 CY	700 Lin.Ft.	57.17 Tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	4,103 CY	984 CY	196 CY	700 Lin.Ft.	57.17 Tons
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: 1 Pickup 2 Trucks-1 with auger
1 Blade

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	9653							
PERCENT	100%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Cloudy w/showers			* Have not received final billing for State Force
MONDAY	Cloudy w/rain			Order No. 1.
TUESDAY	Cloudy w/rain			
WEDNESDAY	Partly Cloudy			
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY 5-29	Structures: No activity all this week. Grading: General cleanup.
TUESDAY 5-30	Holiday-No activity.
WEDNESDAY 5-31	Grading: Painted guard rail.
THURSDAY 6-1	
FRIDAY 6-2	
SATURDAY	

REMARKS

Status: Job complete. FINAL WEEKLY REPORT

SIGNED E. J. Jones LOCATION 2191 E. 15th Eugene, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

BF-F216

RECEIVED
FEB 9 - 1967

20-1142
6474

l

February 8, 1967

Hamilton Construction Co.
P.O. Box 1376
Eugene, Oregon 97401

Gentlemen:

Enclosed are three copies of Contract No. 6474 for $34,417.75 awarded to you by the State Highway Commission today. This contract is for structure and channel change on the Coast Fork Willamette River Overflow (M.P. 0.9) Bridge Section of the Willamette Highway in Lane County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin February 21, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Enclosures

bc Frank Morgan
L.H. Young
I.D. Merchant
C.D. Matthia (SIAC)
L.R. Chandler
Ellis Jones

Commissioners
J. Pat Metke, Bend
Chairman
Wayne F. Phillips, Baker
Vice-Chairman
John P. Amacher, Winchester
Tallant Greenough, Coquille
Joseph W. Smith, Klamath Falls

RECEIVED
DEC 27 1966

Mailing Address
P.O. Box 3503
Portland, Oregon 97208

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S W ALDER STREET
PORTLAND

Routing

Morgan	Pease
Docker	Morelock
Bond	Trout
Barbee	Scott
Walker	Wills
Glenn	Litchfield
Swan	Olson

December 28, 1966

RECEIVED
DEC 29 1966
CONSTRUCTION
DIVISION

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

We have received field investigative reports on the two projects for which plans were submitted to us with your letter of December 9, 1966.

The projects were:

1. Glen Aiken Creek-Gray Creek Section, Coos Bay-Roseburg Highway, Coos County.

2. Coast Fork Willamette River Overflow (M.P.O.9) Bridge, Willamette Highway, Lane County.

Our fishery biologist in the Coquille area reports that our only area of concern is the crossing of Gray Creek. He is of the opinion that the structure provided will be suitable, and he has discussed this with the local engineer. The plan is approved.

We have no comment on the second project. We appreciate the opportunity to present our comments.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR
By
R. O. Koski
R. O. Koski
Chief of Liberations

NOTED
F. B. KLABOE

ROK/dm

cc: Director OFC

12-29-66 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (2)
T. C. Roake
J. E. Morelock
L. R. Chandler (4)
fp

RECEIVED
DEC 30 1966
CONSTRUCTION
DIVISION

RECEIVED
DEC 30 1966

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN, MEDFORD
KENNETH N. FRIDLEY, MEMBER, WASCO
DAVID B. SIMPSON, MEMBER, PORTLAND

Young
Price
Morelock
Trout
Scott
Willis
Litchfield
Olson

DEC 13 1966
RECEIVED
FISH COMMISSION
Director
Asst. Director
Fiscal Officer
Spec. Asst.
Auditor
Licenses
Research
Engineering
Water Res.
Info-Ed.
Surname

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 9, 1966

Mr. Robert W. Schoning
State Fisheries Director
Fish Commission of Oregon
307 State Office Building
Portland, Oregon 97201

Dear Sir:

Enclosed are plan title sheets on projects scheduled for contract letting. Would you please give these your special attention and recommendations as soon as possible.

Glen Aiken Creek-Gray Creek Section, Coos Bay-Roseburg Highway, Coos County

Coast Fork Willamette River Overflow (M.P. 0.9) Bridge, Willamette Highway, Lane County

This data is forwarded to comply with Modification No. 1 dated May 19, 1965 of our Memorandum of Understanding dated September 12, 1963.

Very truly yours,

Forrest Cooper
State Highway Engineer

By
F. D. Morgan
Construction Engineer

Enc.

12/27/66
Spec to
Klabow
Young
Frank Hall (2)
TC Roake
JE Newlon
LR Chandler (4)
FD

SNR. 12-13-66

Dear Mr. Morgan,

The 84" culvert shown proposed for Gray Creek crossing must be layed on a flat gradient to provide fish passage.

Passage must be provided during winter & early spring if construction is proposed for then.

No passage req'd. on Coast Fork Bridge

cc: OGC

Hold: If to minimize provide berm between coast. + stream.

No stream involved thus no passage req'd.

BURT CARNEGIE
Hydraulic Engr.

SU-288(3) Elm St.-17th St. (McMinn.) 1967
Sec., FAS 112 (Grading &
#6975 Paving)

CAR 2239

RECEIVED
DEC 2 - 1970

536-1061

SU-288(3)
6475

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 30, 1970

To: L. I. Lindas
ASST. ATTORNEY GENERAL & COUNSEL

SUBJECT: Claim for Damages (William W. Toliver)
Elm Street-17th Street
(McMinnville) Section SU-288 (3)
FAS 112 Construction No. 6975

During 1967 we constructed the subject project which was a County FAS project lying partially within the City of McMinnville.

We have received a letter dated November 10, 1970, from a Mr. William W. Toliver, 2122 N. Baker Street, McMinnville, Oregon, copy attached, wherein he is placing a claim in the amount of $1,837.50 for alleged damages caused by this construction.

As this project was done under a three-way agreement between Yamhill County, City of McMinnville, and the Oregon State Highway Commission, said agreement calls for the City to hold the State Highway Commission and our representatives harmless from such claims.

This matter was referred to McMinnville City Manager, Mr. Joe Dancer, by a letter from this office dated November 13, 1970, a copy of which was sent to you. For ready reference attached is an additional copy. Mr. Dancer has turned this matter over to City Attorney Eugene Marsh, who made reply to this office in letter dated November 25, 1970. See attached copy. Mr. Marsh indicates that the State Highway Commission should advise Mr. Toliver that the claim is barred due to the statute of limitations. As this appears to be turning into a legal matter, I would appreciate it if you would analyze and answer Mr. Marsh's letter. Also make appropriate reply to Mr. Toliver.

For your information, we have made no field investigation of this matter to know whether the claim has any validity or not. Rumor has it that Mr. Toliver has also contacted the County regarding this and has gotten no satisfaction from them.

R. D. Asburry
R. D. Asburry
REGIONAL ENGINEER

RDA/jc

Attachs.

cc: A. E. Johnson
F. D. Morgan

RECEIVED
DEC 1 1970
OFFICE OF
STATE HIGHWAY ENGINEER

536-1061

CITY OF

McMinnville

CITY HALL • Telephone 472-6191
McMINNVILLE, OREGON 97128

November 25, 1970

RECEIVED
NOV 27 1970
ROUTING
ASBURY BRUMMER HOPKINS
SCHIELD

Mr. R. D. Asburry
Regional Engineer
Oregon State Highway Department
Salem, Oregon 97310

Re: Elm Street-17th Street
(McMinnville) Section SU-288 (3)
FAS 112 Construction No. 6,975

Dear Mr. Asburry:

Mr. Joe Dancer, City Manager, McMinnville, Oregon, has requested me to answer your letter of November 13, 1970, with reference to the above.

When Mr. Toliver made claim against the City originally, we delivered his letter to our insurance carrier, but I am inclined to feel that the city's casualty insurance does not cover such claim.

In examining ORS 105.755 and ORS 105.760, it is my opinion that Mr. Toliver's claim has been barred by the statute of limitations since he did not commence any action within six months after the change of grade. See ORS 105.760 (4).

If Mr. Toliver had a valid claim against the State Highway Commission, it is my opinion that the City of McMinnville would have to protect the State Highway Commission against any damages arising from such claim.

In order to invoke the statute of limitations above cited, it is my opinion that the State Highway Commission should advise Mr. Toliver that the claim is barred, with the understanding that if Mr. Toliver brings any action against the State Highway Commission, the City will take care of any damages awarded.

EUGENE E. MARSH
FRANCIS E. MARSH
WM. H. DASHNEY
WILLARD L. CUSHING
DAVID C. HAUGEBERG

Mr. R. D. Asburry
Regional Engineer
Oregon State Highway Department
Salem, Oregon 97310

Re: Elm Street-17th Street
McMinnville Section SU288 (3)
FAS Construction No. 6,975

We would like to have your comments on the procedure indicated in this letter.

Very truly yours,

Eugene E. Marsh

CITY ATTORNEY

EEM:vji
cc Joe W. Dancer, City Manager
McMinnville, Oregon

536-1061

November 13, 1970

Mr. Joe Dancer, City Manager
McMinnville City Hall
McMinnville, Oregon

Re: Elm Street-17th Street
(McMinnville) Section
SU-288 (3)
FAS 112
Construction No. 6,975

Dear Mr. Dancer:

Enclosed is a copy of a letter from Mr. William W. Toliver, 2122 N. Baker Street, McMinnville, Oregon, wherein he is making claim for some $1,837.50 for alleged damages due to the construction of subject project. Also enclosed is a copy of reply to Mr. Toliver.

There are several questions in my mind as to the legality of this claim. If this is a city street, I thought you might be familiar with the problem. It seems strange to me that the road was constructed some three years ago and no notice of these damages has been brought to our attention before this. I also question as to who is liable for this, if there be any liability.

As you may remember, this project was constructed under a three-way agreement between the Yamhill County, City of McMinnville, and the Oregon State Highway Commission. Sections 2g and i of said agreement read as follows:

> g. Upon completion of the project, City shall thereafter at its own cost and expense, maintain the project in a manner satisfactory to the State and/or the Bureau of Public Roads.
>
> i. City shall, at its sole cost, pay all damages, cost or judgments arising out of any claims or causes of action under ORS 105.760 for damages resulting from any change of grade occasioned by the project; and City shall save and hold harmless the State, the State Highway Commission, the members thereof, its officers, employees, agents, and contractors from any and all such claims or causes of action.

GW

This would indicate to me that this would be the responsibility of the City to resolve.

If you concur with this thinking would you please proceed to resolve and advise us of the outcome. If not, we would appreciate your thinking in this matter and all data you have regarding this claim.

Very truly yours,

R. D. Asburry
REGIONAL ENGINEER

RDA/jc

Enclosures 2

cc: Frank Morgan
Leonard Lindes

November 13, 1970

Mr. William M. Tolivor
2122 N. Baker Street
McMinnville, Oregon

Dear Mr. Tolivor:

This is to acknowledge your letter of November 10, 1970 where you made claim for payment of $1,937.50 due to alleged damage caused by the construction of the Elm Street-17th Street (McMinnville) Section of the Yamhill County Road F.S. 112.

This letter is neither acknowledgment or denial of this claim but to advise you that the matter will be investigated. After said investigation has been completed, we will make further reply to you.

Very truly yours,

R. L. Asbury
COUNTY ENGINEER

RLA/jc

cc: Joe W. Dancer
Frank Morgan
Leonard Linden

RECEIVED
NOV 12 1970
ROUTING
ASBURRY ☐ WIMER ☐ HOPKINS ☐
CANFIELD ☐ ☐ ☐

Mr munnville Orr
2122 N Baber
Nov 10 1970

Dear Sir

The city of mr munnville Claims the Respondabilty falls on the State Hwy Dept for Damages Did my Property by project SU 289 "3"
FAS Rt 112

This Damage was caused by water Due to the natural drainage which went to Rad end mr workable drainage was provided, which caused the water to Back up into my Residence and flooding Same, Thereby Damabling you for

Pump Rentals $ 37.50
Home damage $ 300.00
Property damage $ 1500.00
$ 1837.50

This does not include $ 6000.00 wanted to Raise and Bring my Home to Street Level again

This claim has been filed with the city, but they have established the Responsable party is the Hwy Dept.

Sincerely

William H. Toliver
2122 N Baker
Mc minnville Ore.

RECEIVED
NOV 3 - 1967

SU-2883
6975

November 2, 1967

Reliance Insurance Company
Portland Office
620 Oregon Bank Building
Portland, Oregon 97204

Gentlemen:

Contract No. 6975 awarded to C. C. Meisel Company for grading and paving the Elm Street-17th Street Section in McMinnville on FAS 112 in Yamhill County was completed on September 25, 1967, and accepted by the Highway Commission on November 2, 1967.

Final payment in the amount of $3,674.44 will be released to the contractor after November 9, 1967. The total contract amount is $125,771.97 including $705.26 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc C. C. Meisel Company
P. O. Box 206
McMinnville, Oregon 97128

Lail Hamstreet
Sheridan, Oregon
L. H. Young
C. H. Maison
Attn: John Kerr

C

RECEIVED
NOV 2 - 1967
FOR FILING

SU-288(3)

6975

November 2, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed September 25, 1967 on Contract No. 6975. The contract was with C. C. Meisel Company and was for grading and paving on the Elm Street-17th Street Section in the city of McMinnville in Yamhill County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective November 2, 1967 and that you concur in this procedure at the Commission meeting on December 12.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
C. H. Maison
L. H. Young
R. D. Asburry

SU-288(3)

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Elm St. - 17th St. (McMinnville)		WEEK ENDING: October 14, 1967
		SECTION PREFIX: 536-1061
HIGHWAY: FAS Routh 112		COUNTY: Yamhill County
NAME OF JOB: Elm St. - 17th St. (McMinnville)	KIND OF WORK: Grading and Paving	
CONTRACTOR: C. C. Meisel Co.	CONTRACT NUMBER: 6975	FEDERAL AID PROJECT NUMBER: SU-288(3)
DATE OF CONTRACT: February 14, 1967	DATE WORK STARTED: June 12, 1967	ESTIMATED COMPLETION DATE: Sept. 25, 1967
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 220	CALENDAR DAYS USED 181
PROJECT AUTHORIZATION $142,866.56	SPECIFIED COMPLETION DATE: Calendar Day Count began March 29, 1967	PERCENT OF TIME ELAPSED: 82
EXCLUSIVE OF ENGINEERING: $137,151.90	ENGINEERING AUTHORIZATION $10,159.40	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $125,849.05	ENGINEERING COST TO DATE $14,853.20	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 98.5
ESTIMATED PERCENT: OVERRUN / UNDERRUN -1.5%	PERCENT OF AUTHORIZATION 146.2%	DATE PROJECT WAS COMPLETED: Sept. 25, 1967

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.67	0.67			0.67
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.67	0.67			0.67
TOTAL ESTIMATED QUANTITIES (CONTRACT)	9,000 C.Y.	17,700 Ton			31900 Ton
TOTAL QUANTITIES CORRECTED TO DATE	10,760.5	18,573			3,576
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	10,760.5	18,573			3,576
AVERAGE DAILY QUANTITIES	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	Contract Complete				
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair	No		Contract Complete Routing
MONDAY	Fair	No		Docker, Bond, Barbee, Walker, Olson, Swan, Pence, Morelock, Trout, Scott, Wills, Litchfield, Olson
TUESDAY	Fair AM Showers PM	No		
WEDNESDAY	Rain	No		
THURSDAY	Shwr's	No		
FRIDAY		No		
SATURDAY		No		

RECEIVED
OCT 16 1967
CONSTRUCTION DIVISION

BEN GIFFORD

Elm St.-17th St. (McMinnville)

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No Activity
MONDAY	2 Men working on semi-final report
TUESDAY	Same as Monday.
WEDNESDAY	Same as Monday
THURSDAY	Semi-Final report completed and submitted to Div. Office
FRIDAY	
SATURDAY	

REMARKS

Project complete.

Semi-Final Report submitted to Division Office on October 12, 1967.

This is the final Weekly Report.

SIGNED Ross M. Harris LOCATION McMinnville

Ross M. Harris, Res. Eng'r.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

RECEIVED
JUN 6 - 1967
FOR FILING

SU-288(2)
6975

March 17, 1967

C. C. Meisel Co.
P.O. Box 206
McMinnville, Oregon 97128

AGENDA
APR 25 1967
3l

Gentlemen:

The State Highway Commission on February 8 accepted your proposal for grading and paving the Elm Street-17th Street Section in McMinnville on FAS 112 in Yamhill County for the sum of $124,717.50 and referred it to the State Highway Engineer with authority to award the contract as soon as certain conditions have been satisfied.

These conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6975. Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin March 29, 1967.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Attn.
cc Pac. Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland
R.D. Asburry
Ross M. Harris
Frank Morgan
L. H. Young
C.D. Matthis (SIAC)
I.D. Merchant

STATE COPY

Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO.	(M PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
3-65		Oregon
PROJECT REPORT NO.	FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	COUNTY
4	3-6 67	Yamhill
		PROJECT NO. SU-288(3)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Elm St.-17th St. (McMinnville) Section, FAS 112.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	1-9-67	0.672
OTHER (Specify)		

FUNDS

Pro Rata 63.50

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 138,839.00	$ 88,100.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By W B Kloboe

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

A. W. PARSONS, Division Engineer

By W R Backlund
L. R. Backlund, Admin. Manager
(Division Engineer)

Date executed by Division Engineer MAR 6 1967

Oregon State Highway Department

Federal-Aid
Project No. SU-288(3)

ELM ST.-17TH ST. (McMINNVILLE) SECTION

ON FAS 112 IN YAMHILL COUNTY

Project Agreement Estimate.

Salem, Oregon, February 24, 1967

Type Code 6201
Roadway (Sta. 5+00 to Sta. 40+50)(Contract No. 6975)

Clearing and Grubbing	All Required		$ 1,000.00
General Excavation, Unclassified	9,000 cu.yd.	$ 1.10	9,900.00
Finishing Roadbed and Slopes	All Required		800.00
Trench Excavation	900 cu.yd.	3.00	2,700.00
Special Backfill in Drains	160 cu.yd.	5.50	880.00
Furnishing and Placing Topsoil	220 cu.yd.	2.50	550.00
Watering	300 M-gal.	3.00	900.00
SS-1 Asphalt in Watering	5,500 gal.	0.35	1,925.00
3/4" - 0 Material in Base	2,200 ton	2.35	5,170.00
Stone Base	15,500 ton	2.25	34,875.00
3/4" - 0 Aggregate in Prime Coat	150 cu.yd.	4.50	675.00
RC-250 Asphalt in Prime Coat	24 ton	60.00	1,440.00
Class "B" Asphalt Concrete	3,900 ton	7.75	30,225.00
8-inch Storm Sewer Pipe	560 lin.ft.	2.00	1,120.00
12-inch Storm Sewer Pipe	40 lin.ft.	4.50	180.00
15-inch Storm Sewer Pipe	1,950 lin.ft.	4.75	9,262.50
6-inch Drain Pipe	550 lin.ft.	1.90	1,045.00
Concrete Manholes	8 only	250.00	2,000.00
Concrete Inlets, Type CB-1	28 only	100.00	2,800.00
Concrete Inlets, Type CB-1	2 only	125.00	250.00
Concrete Inlets, Type D	4 only	125.00	500.00
Adjusting Manholes	6 only	80.00	480.00
Reconstructing Concrete Manholes	1 only	150.00	150.00
Capping Inlets	1 only	50.00	50.00
Concrete Curbs	220 cu.yd.	42.00	9,240.00
Concrete Driveways	1,400 sq.yd.	4.50	6,300.00
Extra for A.C. Concrete Approaches	6 only	50.00	300.00
			$124,717.50
Flagging (57½% of Contractor's Cost)	All Required		$ 1,500.00
	Subtotal		$126,217.50
	10% Engr. & Cont.		12,621.50
	Total		$138,839.00

Length of Project - - - 0.672 Mile

Federal Funds -	$ 88,100.00
State Funds -	25,369.50
County Funds -	25,369.50
	$138,839.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

ELM ST.-17TH ST. (McMINNVILLE) SECTION

PROJECT NO. SU-288(3)

State Work

Move Mail Box Posts	All Required	$575.00
Adjust Monument Boxes	All Required	200.00
		$775.00

RECEIVED
JAN 18 1967

SU-288 (3)
6475

January 18, 1967

MISC. CONTRACTS and
AGREEMENTS No. 3239

Yamhill County Court
Courthouse
McMinnville, Oregon

Gentlemen:

We are enclosing for your files a fully executed copy of a finance-construction agreement covering the Elm Street-17th Street (McMinnville) Section on FAS 112 in Yamhill County.

A fully executed copy of this agreement has been sent to the City of McMinnville, and a fully executed copy has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

imr
Enclosure

cc: H. S. Cox
Attn: D. N. Harwell
(Conformed Copy)

RECEIVED
JUL 6 1966
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 1, 1966

NOTED
R. L. PORTER

Mr. A. W. Parsons
Division Engineer-B.P.R.
477 Cottage Street N.E.
Salem, Oregon

Dear Sir:

In compliance with the provisions of PPM 20-8 (1) dated June 16, 1959, the Mayor of McMinnville was notified by telephone of Yamhill County's proposed construction of an FAS-C project regarding 17th Street-Elm Street (Baker Street) Section of FAS 112 within the City.

The proper public notices concerning the proposed project appeared in the McMinnville NEWS-REGISTER on June 5 and 12, 1966, respectively. There were no requests for a hearing therefore none was held by the Yamhill County Court as indicated by the attached correspondence.

The State Highway Department and Yamhill County Court are considering the effects in adopting this location.

Very truly yours,

Forrest Cooper
State Highway Engineer

by

H. S. Cox
H. S. Cox
County and City Engineer

DMH:mr
Att.

cc: Porter, R.L.
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
D. H. Meehring
J. E. Morelock
R. M. Chase (Attachments)
R. D. Asburry
Floyd Query (Attachments)

RECEIVED
JUL 1 1966
OFFICE OF
HIGHWAY ENG...

C. N. TEEGARDEN
COUNTY JUDGE
GUY SHUMWAY
COMMISSIONER
MORRIS MAJORS
COMMISSIONER

Yamhill County

McMINNVILLE, OREGON 97128

COURT HOUSE
TELEPHONE 472-5161

June 24, 1966

Oregon State Highway Department
Salem
Oregon 973.0

Attention: Mr. Cox
City and City Relations Dept.

Gentlemen:

Relative to FAS No. 112, as discussed with Mr. Cox on June 23rd, 1966.

The public was duly notified of the proposed improvement project to FAS route 112 in the City of Mc Minnville. There was no request for a hearing therefore we can continue with the project.

It is now the desire of the Yamhill County Court to ask the Highway Department to proceed with the project by calling for bids as soon as Federal and State funds are available.

Very truly yours,

YAMHILL COUNTY COURT

C.N.Teegarden
County Judge

CNT:bp

F. Quarg

Chose
BPR

RECEIVED
JUN 27 1966
DON HARWELL

"EXHIBIT A"

NOTICE

NOTICE IS HEREBY GIVEN that the Yamhill County Court and Oregon State Highway Commission have proposed plans to widen and reconstruct the Elm Street-17th Street Section of FAS Route No. 112 within the City of McMinnville. The proposed project will not change the existing ingress or egress to the facility and will basically be an upgrading of the existing route.

This notice is given in compliance with Federal Regulations and State Statutes pertaining to this type of project whereby it is required that public notice be given to enable interested persons to request a hearing on the proposed project. If any interested person desires such a hearing, a request for a hearing should be directed to the McMinnville City Council on or before June 17, 1966.

YAMHILL COUNTY COURT
Judge C. N. Teegarden
County Judge

First Publication: June 5, 1966.
Last Publication: June 12, 1966.

STATE OF OREGON)
COUNTY OF Yamhill) SS.

I, Jack Burlin County Clerk of Yamhill County, Oregon, hereby certify that the foregoing is a full, true and correct copy of the Record thereof, as appears in Book ... Page ..., and affixed the Seal of the County Court this 17 day of June 19 66.

Jack Burlin
County Clerk
By Bonnie E. Pierson
Deputy

AFFIDAVIT OF PUBLICATION

STATE OF OREGON)
County of Yamhill) ss.

I, Homer Rohse, being first duly sworn, depose and say that I am the Advertising Manager of the NEWS-REGISTER, a newspaper of general circulation as defined by O.R.S. 193.010 and O.R.S. 193.020, published twice each week at McMinnville, County of Yamhill, State of Oregon, and that the Notice of Hearing Widening Street, Elm.St.

..., a printed copy of which is hereto annexed and marked Exhibit "A," was published in the entire issue of said newspaper for 2 successive and consecutive weeks in the following issues:

June 5,12th.1966

Homer Rohse

Subscribed and sworn before me this 12th. day of June, 19 66

Notary Public for Oregon.
My Commission Expires January 11, 1970

RECEIVED
JUN 20 1966
ENGINEER
COUNTY & CITY DIVISION

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1

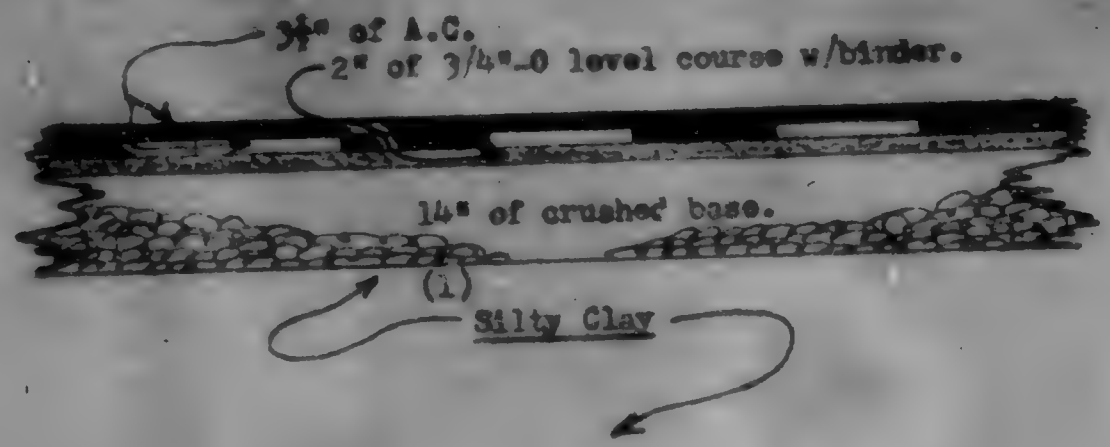
Section ELM STREET-17TH STREET Highway U.S.S. 112 County YAMHILL

Rec. Engr. R. M. Harris Approx. Length 0.70 Miles. Sta. _____ to Sta. _____

Truck A.D.T. 48 Traffic Coefficient 7.4 18 kip s.a. per day 33.7

Annual Precipitation 39" Frost Penetration _____"

(1)
Typical Soil
32 LL
8 PI
99 %P 10
92 %P200
0 %Gravel
2 %C Sand
5 %F Sand
59 %Silt
34 %Clay
16 "R" Value (Corrected)



CBR Total Req.	Gravel	Actual Thick.	
	7	3½	A.C.
	2	2	Level
	14	14	Cr Base
23		19½	

AASHO CLASSIFICATION:
A-4 (8)

MATERIAL SOURCES:
To be determined by the Engineer.

NOTED
LLOYD P. SHAW

Submitted by _____ Staff Assistant Recommended by _____ Engineer of Materials

Recommended by _____ Construction Engineer Approved by _____ Asst. State Highway Engineer

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Chief Locating Engineer
Rural Engineer
County - City (2)

SECTION: ELM STREET-17TH STREET

HIGHWAY: F.A.S. 112

COUNTY: YAMHILL

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT 1400 (Total)

B. Future ADT 2380 (Total)

C. Mean ADT 1190 $\left(\frac{A+B}{2}\right)$

D. Design Period 20 Years

E. No. of Lanes 2

F. Percent Trucks 8 (ADT Basis) (Gravel and Log Trucks)

G. Trucks (in one direction) $\frac{F}{2}$ 4 x (C) 1190 = 48

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 48 x (H) 100 % = 48

TRAFFIC COEFFICIENT = K (I) $^{0.119}$
where K = 4.66

= 7.4

SECTION: ELM STREET - 10TH STREET

HIGHWAY: F A S. 1[illegible]

COUNTY: YAMHILL

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: None made - See Remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil
7. Stage Construction: Not a consideration
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: Not a consideration
10. Stimulation of Competition: Not a consideration
11. Construction Consideration: Not a ppetion
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: County prefers A.C.
13. Traffic Safety: No problems
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Not a consideration

CONCLUSION AND REMARKS:

No cost comparison made as this is a short section, and Yamhill County prefers Asphaltic Concrete.

RECEIVED
NOV 25 1964
COMMISSIONERS:
HERMAN P. MEIERJURGEN, CHAIRMAN, BEAVERTON
EDW. G. HUPPSCHMIDT, PORTLAND
[illegible], KLAMATH FALLS
SU-288(2)
375

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG., 1400 S. W. 5TH AVENUE
PORTLAND 97201

November 20, 1964

JCTION D
NOV 23 1964
CE ACE ACE COE

Mr. Forrest Cooper
State Highway Engineer
Highway Building
Salem, Oregon 97310

Attention Mr. F. D. Morgan

Dear Mr. Cooper:

The following titled highway location prospectuses, transmitted to us by letter dated November 5, 1964, have been reviewed by our staff.

Elm Street-17th Street Section, FAS 112 in City of McMinnville, Yamhill County.

Wilcox Road-Bakeoven Road Section, Sherman Highway, Sherman and Wasco Counties.

Wapinitia Highway Junction-M.P. 50, The Dalles-California Highway, Wasco County.

Napton and Ridgeview Road Section, FAS 827 and 922, Malheur County.

We do not anticipate any conflict with the fishery resource on the above projects providing precautions are taken to avoid or minimize introduction of silt into the streams.

Sincerely,

William D. Clothier
by CS

WILLIAM D. CLOTHIER, ACTING
STATE FISHERIES DIRECTOR

cc R. Koski, Oregon
Game Commission

Copies to:
L. P. Shaw
L. H. Young
Frank Hall
T. C. Roake
J. E. Morelock
R. D. Asburry (2)
Dean Swift (4)
A. F. Parson (2)

RECEIVED
NOV 23 1964
OFFICE OF
STATE HIGHWAY ENGINEER
NOTED
LLOYD P. SHAW

Commissioners
Gilbert Grenbeck, Coquille
Chairman
Joseph W. Smith, Klamath Falls
Vice-Chairman
John P. Amacher, Winchester
J. Pat Metke, Bend
Wayne E. Phillips, Baker

11-288 (2)
4175

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

November 12, 1964

CONSTRUCTION DIVISION
RECEIVED
NOV 16 1964

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

We have reviewed the prospectuses for location surveys enclosed with your letter of November 5, 1964.

The following projects were examined:

1. Elm Street-17th Street Section, FAS 112 in City of McMinnville, Yamhill County.

2. Wilcox Road-Bakeoven Road Section, Sherman Highway, Sherman and Wasco Counties.

3. Wapinitia Highway Junction-M.P.50, The Dalles-California Highway, Wasco County.

4. Napton and Ridgeview Road Section, FAS 827 and 922, Malheur County.

No wildlife problems are anticipated in connection with any of the above projects.

We appreciate being advised of the proposed surveys.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

NOTED
LLOYD P. SHAW

Copies to:
L. P. Shaw
L. H. Young
Frank Hall
. . Rooke
J. E. Morelock
R. D. Asbury (2)
Dean Swift (4)
A. F. Parson (2)
ROK:dm

cc: Director, OFC

RECEIVED
NOV 9 - 1964
FOR FILING
SU-288 (3)
6275

Prefix No. 536-1415

LOCATION PROSPECTUS
ELM STREET-17TH STREET SECTION
FAS 112 IN CITY OF McMINNVILLE
YAMHILL COUNTY

11-5-64

HIGHWAY: Baker Creek Road and Baker Street, Federal-aid Secondary No. 112.

TERMINI: The northerly end is 0.34 mile westerly of the intersection of Westside Market Road No. 21 and Baker Creek Market Road No. 9. The southerly end is at the intersection of Westside Market Road No. 21 (Baker Street) and the Pacific Highway West at 17th Street in the city of McMinnville.

LENGTH: 0.7 mile.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for grading, paving, storm sewers and curbs on existing alignment. Reconnaissance is not necessary. Routine soils analysis will be conducted. There are no special drainage problems. An economic analysis is not needed. The entire project lies within the city limits of McMinnville.

CHARACTERISTICS: Existing ADT is 1,850; projected ADT is 3,200. There will be little or no change in the existing rise and fall of 2 feet and 90-degree central angle.

STANDARDS: Class "A(2)" curbed city street section. Deviations from State and AASHO standards are not anticipated.

TYPICAL SECTION: Two 12-foot travel lanes with 10-foot parking lanes and curbs. Total curb to curb width, 44 feet.

BRIDGE: None.

ACCESS: This will be an uncontrolled access facility.

BASE: The tentative design for construction is:

Paving	3-1/2" A.C.
Top Course Base	2 " Leveling
Bottom Course Base	14 " Crushed Base
Total Depth	19-1/2"

NOTED
FORREST COOPER

MATERIAL: A commercial quarry is located approximately 2.5 miles from the northerly end of the project.

ADDITIONAL FACILITIES: No railroads. The utilities affected are: McMinnville City Water and Light Department, Northwest Natural Gas Company and West Coast Telephone Company; no special problems are anticipated.

AGREEMENTS: Routine County FAS-C negotiations.

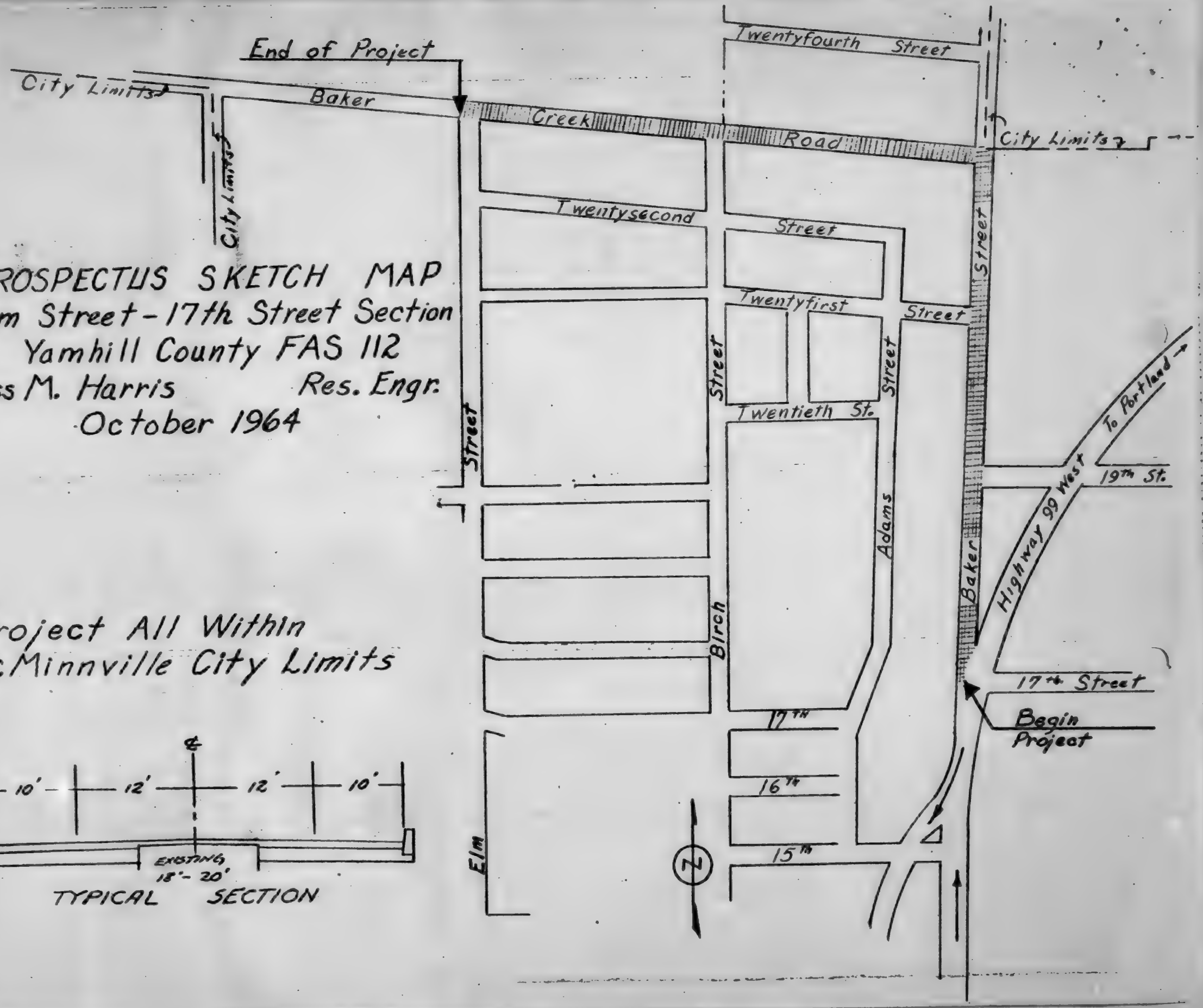
PARKS: None affected.

November 5, 1964
Attachment
cc: A. W. Parsons (3)
Forrest Cooper
L. P. Shaw
Victor D. Wolfe
Tom Edwards
F. D. Morgan
R. D. Asburry (4)
Mark Astrup
R. N. Chase
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
Val Johnson
Ivan Merchant (3)
A. D. Olson
James Owens
Carl Plog
Phil Preston (2)
Research Division
R. L. Schroeder
O. C. Turner
W. T. Wright (3)
F. W. Yarbrough (2)
L. H. Young

PROSPECTUS SKETCH MAP
Elm Street - 17th Street Section
Yamhill County FAS 112

Ross M. Harris Res. Engr.

October 1964



Project All Within
McMinnville City Limits

TYPICAL SECTION

I-80N-2(34) Bonneville-H. R. Co. Line 1967
38 Sec., Col. R. Hwy. (Grad., pav.,
#6976 struct's. & sign.) Folder #2

C+A 3403
RR 240
RR 656

6976 -

5

March 21, 1974

Fidelity & Casualty Company of New York
San Francisco Branch Office
160 Pine Street
San Francisco, California

Gentlemen:

A post-final payment for $1,635.27 will be made to Rogers Construction Company on Contract No. 6976 for work on the Bonneville-Hood River County Line Section of the Columbia River Highway in Multnomah and Hood River Counties as soon as the warrant is prepared.

The total amount paid on this contract will be $5,135,649.31 including the post-final payment. Of the total, $114,383.07 is for force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

jm

cc: Pallett, Fisher & Carlo, Inc.
1001 U.S. National Bank Building
Portland, OR 97204

Rogers Construction Company
P. O. Box 16537
Portland, OR 97216

bc: C. T. Keasey
Walt Hart
V. E. Skoog
Attn: Dick Hacek
E. L. Hardt

6976

OREGON STATE HIGHWAY DIVISION

March 11, 1974

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

Rogers Construction Co.
P. O. Box 16537
PORTLAND, OR 97216

Gentlemen:

Final Audit has been completed on the Final Bills from the Union Pacific Railroad on five contracts involving your Company.

Final Protection costs have been determined as follows:

Contract No.	Project	Additional Costs	Amount W/Held	Amount To Be Released
6729	Oxman-Bubbs R.	——	500.00	$ 500.00
6976	Bonneville	364.73	2,000.00	1,635.27
7087	Stanfield Jc. - Pend.	362.13	——	(362.13)
7097	Pendleton	526.63	1,500.00	973.37
7274	10th St. - S. Pend.	$20,000.00	$13,206.35	$6,793.65

The amounts due are being processed on individual Post Final Payments. A billing for $362.13 is being prepared on Contract 7087.

Very truly yours,

V. E. Skoog
Fiscal Officer, OREDOT

JJ;pl

NOTED
C. W. HEAD

6976

5

STATE OF OREGON

INTEROFFICE MEMO

TO: John A. Bond
Construction Administration Engr.

DATE: March 1, 1974

FROM: V. E. Skoog, Fiscal Officer, OREDOT

SUBJECT: Retainage from Contracts
Rogers Construction Co.

Railroad billings for the four projects referred to in your memo dated February 27, 1974, were submitted to the State of Nebraska for a cooperative audit of UPRR costs.

The completed audit report was received from Nebraska on January 22, 1974, and since that date final billings have been in the process of final analysis to adjust the UPRR billings as recommended in the audit report. The final billings are now being paid to the railroad; therefore, the release of retent with final adjustments of the amounts due and the payment voucher will be made within the next week.

VES:njc

cc: H. S. Coulter
Vince Gallagher

RECEIVED
MAR 4 1974
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

1-125-1367

#6976

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 27, 1974

To: Vern E. Skoog
Fiscal Officer

SUBJECT: Railroad Protective Retainage
Four Projects
Rogers Construction Company

From: J. A. Bond
Construction Administration Engineer

In accordance with our conversation of this morning, I am sending herewith a list of four contract projects performed by Rogers Construction Company and showing amounts which our Contract Payments Section records indicate are still being retained to cover railroad protective costs. This matter came up last week in a discussion in Mr. Johnsen's office with George Schweizer of the Rogers Construction Company concerning another project. You will note the four projects shown on the attached listing were completed from 1967 to 1971 so this is getting to be pretty old business. Is there anything we can do to get these finaled out?

JAB:lb
Enc.
cc: H. S. Coulter
Vince Gallagher

RECEIVED
FEB 28 1974
Office of
Assistant State Highway Engineer

K

Railroad Retainage Held On;
Rogers Construction Company

Contract 6729, Oxman - Bubbs Ranch Section
Amount Held: $500.00 Contract work Completed: June 14, 1967
Letter to U.P.R.R. dated June 21, 1967 requesting final billing on or before October 13, 1967.

Contract 6976, Bonneville - Hood River County Line Section
Amount Held: $2000.00 Contract Work Completed: Nov. 26, 196.
Letter to U.P.R.R. dated December 10, 1969 requesting final billing on or before March 26, 1970.

Contract 7097, Pendleton Section
Amount Held: $1500.00 Contract Work Completed: Feb. 11, 1970
Letter to U.P.R.R. dated March 4, 1970 requesting final billing on or before June 11, 1970.

Contract 7274, 10th St. - S. Pendleton Interchange Section
Amount Held: $20,000.00 Contrat Work Completed: Jan. 19, 1971
Letter to U.P.R.R dated January 21, 1971 requesting final billing on or before May 19, 1971.

Note: Letter to Railroad allows 120 day for railroad to submit full billing.

2-22-71

RECEIVED
[illegible]

I-5(N) 2(24)-4
6976

3+2

May 5, 1971

Mr. Jere M. Webb
Davies, Biggs, Strayer,
Stoel and Boley
900 SW Fifth Avenue
Portland, Oregon 97204

Dear Mr. Webb:

Reference is made to your April 20 letter concerning a damage claim by Pacific Northwest Bell on the Bonneville-Hood River Line Section, Contract No. 6976.

This matter has been referred to the Division's insurance carrier, Chubb/Pacific Indemnity Group, 1111 SE Pine, Portland 97214.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

cc R. L. Porter
Tom Edwards
Jack Sollis

(ms)

CHARLES A. HART
DAVID L. DAVIES
HUGH L. BIGGS
MANLEY B. STRAYER
THOMAS B. STOEL
PAUL L. BOLEY
FREDERICK H. TORP
JAMES R. ROGERS
RICHARD DEVERS
GEORGE H. FRASER
WILLIAM W. WYSE
JOHN R. HAY
CLEVELAND C. CORY
CLARENCE R. WICKS
DON H. MARMADUKE
ROBERT H. HUNTINGTON
DAVID G. HAYHURST
THOMAS P. DEERING
CAMPBELL RICHARDSON
MILO E. ORMSETH
CHARLES J. McMURCHIE
GARRY R. BULLARD
ROBERT L. RIDGLEY
RICHARD A. FRANZKE
EDWARD L. EPSTEIN
BRIAN G. BOOTH
WILLIAM M. McALLISTER
BARNES H. ELLIS

DAVIES, BIGGS, STRAYER, STOEL AND BOLEY
LAW OFFICES
TWENTY-THIRD FLOOR 900 SW FIFTH AVENUE
PORTLAND, OREGON 97204

TELEPHONE (503) 224-3380
CABLE ADDRESS: HARTPORT

JOHN E. HUISMAN
BERTRAND J. CLOSE
VELMA JEREMIAH

HOWARD M. FEUERSTEIN
PHILLIP D. CHADSEY
KENNETH D. STEPHENS
DAVID P. MILLER
TERRENCE R. PANCOAST
WILLIAM N. GROSS
TERRY W. BAKER
HARRY S. CHANDLER
JIM D. KORSHOJ
HENRY H. HEWITT
WALTER C. MINNICK
JERE M. WEBB
RONALD S. GROSSMANN
LUCIAN J. CARSON
RICHARD E. ROY
ERIK G. STEN

April 20, 1971

REFERRED TO Admin BY SECRETARY

REFERRED TO Edwards

State Highway Commission
State Highway Building
Salem, Oregon 97310

Gentlemen:

Re: Pacific Northwest Bell Property
Damage Claim - Bonneville-Hood
River Line Contract No. 6976

This office has been retained by Pacific Northwest Bell to pursue collection of its damage claim resulting from construction work performed by subcontractors of Rogers Construction Company in connection with the above-captioned project. Investigation reveals that PNB's underground cable was damaged by the installation of two reflector signposts by McWaters Construction Co. and one speed signpost by Coral Corporation, directly over the location of the buried cable so as to pierce the cable sheathing. Prior to the placing of these signposts a representative from PNB had marked the location of the buried cable. The drilling of the holes for the signs was performed at the direction of the State Highway Engineers, at exact locations designated by them.

We feel that the actions of the State in designating the places to drill and in overseeing the placement of the signs makes the State responsible for damage resulting in PNB's buried cable. Demand has already been made upon the two subcontractors involved and both have denied liability. I have enclosed a copy of the letter we received from McWaters Construction Company setting out their position that responsibility rests with the State.

The actual cost of repairing the cable damage was $2,185.81, and demand is hereby made upon you to pay

that sum. I hope that the responsible parties will get together and reach an agreement as to sharing payment of this claim and prevent the necessity of litigation.

In any case, if payment is not received within two weeks from the date of this letter, appropriate legal proceedings will be commenced.

Very truly yours,

Jere M. Webb
for
DAVIES, BIGGS, STRAYER, STOEL AND BOLEY

cc: Mr. M. A. Ferris, Claims Manager
Pacific Indemnity Group

RECEIVED
APR 23 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 21 1971
OFFICE OF
STATE HIGHWAY ENGINEER

7014 EXMOOR DRIVE
MESA, ARIZONA 85201

PHONE (602) 985-1372

W. A. MC WATERS
D. P. EASTERLING

McWATERS CONSTRUCTION CO.

November 23, 1970

Pacific Northwest Bell
421 S. W. Oak Street
Portland, Oregon 97204

Attention: H. C. Nelson
Security Supervisor

Dear Sir:

In reply to your letter of November 16, 1970, we wish to inform you of our denial of any liability for any damage to your lines. The State of Oregon Engineers designated by exact staking the location of all posts installed by us. Further, at three different times your Engineer brought a locating machine on the job and marked the location of your lines for the benefit of the State Engineers in this respect. Our contract was performed at the direction of the State Highway Engineer and at the exact locations designated by them.

We trust that this information clarifies any misunderstanding on your part.

Very truly yours,

MCWATERS CONSTRUCTION CO.

W. A. McWaters

WAM:sl

RECEIVED
STATE HIGHWAY COMMISSION

4-8-71

STATE COPY

cc: OSHD (A. E. Johnson)
Region
F Wash DC

FINAL ACCEPTANCE REPORT
(PPM 20-6.1)

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

1a

REGION NO.	REPORT NO.	COUNTY	DIVISION
8	21	Multnomah	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
4-8-71	C.T. Christiansson, Area Engineer		I-80N-2(34)38
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
12-10-70	4-13-70	99 %	800 Cal Days
APPROVED EXTENSIONS	**LOCATION**		
178 Cal Days	Columbia River Hwy 38 miles east of Portland		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

BONNEVILLE - HOOD RIVER COUNTY LINE SECTION
COLUMBIA RIVER HIGHWAY
Grading, Paving, Structures, and Signing

This project provided for the construction of a viaduct structure overcrossing the railroad, a structure over Eagle Creek, remodeling of the existing partial viaduct and tunnel and AC pavement to complete the last remaining bottleneck in I-80N between Pendleton and Portland. The original tunnel and Eagle Creek Structure were constructed by the Bureau of Public Roads in 1928.

The contract work was completed 11-26-69 with final participating work not a part of the contract which was completed on 12-10-70. This included epoxy work discussed in the Final Inspection Report. The final cost of $5,327,202.46 represents a 7.2 percent overrun. This figure does not include engineering costs but does include nonparticipating items. A full statement of reasons for all individual overruns and underruns has been prepared and is on file with the Division office project records.

Materials and workmanship are in reasonably close conformance with contract specifications and have been accepted.

cy Morgan 4-26-71

RECEIVED
OFFICE OF

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE: C.T. Christiansson		SIGNATURE: Original Signed by R. E. Simpson	
TITLE: C. T. Christiansson	DATE: 4-8-71	TITLE: R. E. Simpson Division Engineer	DATE: 4-10-71

Form PR 33-E (Rev. 7-70)

EXISTING STOCKS OF FORM PR 33-E (Rev. 3-68) WILL BE USED.

RECEIVED
MAR 10 1971
FOR FILING

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 5, 1971

SUBJECT: Contract Time Liquidated Damages 1970

To: MEMO TO THE FILES

We have summarized the contract time liquidated damages and time extensions for 1970 in the same manner that we have done the past three years. This now gives us a four-year comparison which is attached.

We found that three large contracts (all bridge projects) tend to distort the money amounts shown for 1970. These three projects (Bonneville-Hood River County Line, Vista Ridge Westbound Tunnel and Fremont Bridge Piers) account for 48 percent of the liquidated damages money amount for the year and most of this was waived by time extension on the three projects. We have therefore prepared an alternate summary excluding these three projects. This data does not indicate any new trends.

A slightly smaller percentage of the projects went into liquidated damages - slightly less than half. Of these, some relief was granted in about four-fifths of them, with complete extension on about two-thirds of the requests.

The use of calendar workdays (3 month winter dormant period) on the grading and surfacing type projects keeps fewer days involved in damages. As more of our projects are completed under the 1970 specifications, even less time should appear as liquidated damages because ordered stop work time is excluded from all constructions without the necessity for formal extension of time.

John A. Bond
Construction Administration Engineer

JAB:fw
Attach.
cc A. E. Johnson
F. B. Klaboe

RECEIVED
MAR 10 1971
OFFICE OF
STATE HIGHWAY ENGINEER

CONTRACT TIME LIQUIDATED DAMAGES SUMMARY
PROJECTS ACCEPTED DURING 1967-1970

	1970 *	1969	1968	1967 (3)
Total Projects Accepted	119	109	126	200
Total Contract Amounts	$44,373,572	$46,355,139	$45,334,947	$81,534,424
Total Projects Overrun	57	62	73	100
Percent of Projects Overrun	47.9%	55.4%	58%	49.5%
Total Liquidated Damages (1)	$ 491,670	$ 411,675	$ 531,395	$ 1,079,690
Liquidated Damages Waived	$ 432,510 (88%)	$ 320,090 (78%)	$ 436,335 (82%)	$ 927,295 (86%)
Liquidated Damages Assessed	$ 59,160 (12%)	$ 91,585 (22%)	$ 95,060 (18%)	$ 152,395 (14%
Later Adjustments		(- 2,300)	(-13,950)	(- 2,700)
Total Number of Overruns (2)	60	64	76	106
Time Extensions Granted	50 (83%)	43 (67%)	59 (78%)	89 (84%)
Full Time Extensions	33 (66%)	29 (67%)	40 (68%)	53 (60%)
Partial Time Extensions	17 (34%)	14 (33%)	19 (32%)	36 (40%)
Total Days Overrun	2,937	2,926	4,135	7,802
Total Time Extension Days	2,336 (80%)	2,125 = 73%	3,141 = 76%	6,624 = 85%
Later Adjustments		(+ 23)	(+ 321)	(+ 27)

(1) Includes "stop work" time on specified date projects.
(2) Total number of overruns exceeds Total Projects Overrun because of more than one completion time on some projects.
(3) Contracts 6268 and 6467 (Astoria Bridge) excluded from the 1967 figures.
* See Alternate 1970 comparison omitting three large projects.

CONTRACT TIME LIQUIDATED DAMAGES
ALTERNATE 1970 COMPARISON

	1970	1970 Less A, B & C *
Total Projects Accepted	119	116
Total Contract Amounts	$44,373,572	$32,289,379
Total Projects Overrun	57	54
Percent of Projects Overrun	47.9%	46.5%
Total Liquidated Damages	$ 491,670	$ 254,770
Liquidated Damages Waived	$432,510 (88%)	$200,710 (79%)
Liquidated Damages Assessed	59,160 (12%)	54,060 (21%)
Total Number of Overruns	60	56
Time Extensions Granted	50 (83%)	46 (82%)
Full Time Extensions	33 (66%)	30 (65%)
Partial Time Extensions	17 (34%)	16 (35%)
Total Days Overrun	2,937	2,362
Total Time Extension Days	2,336 = 80%	1,782 = 75%

*

Contr. No.	Section	Spec. Comp.	Penalty	Over-runs	Assessed Liquidated Damages	Time Ext. Appr. (Days)	Liq. Dam. Ded. from Contractor
A 6976	Bonneville-Hood River Co. Line	800 CD	$ 300	170	$ 51,000	170	
B 7122	Vista Ridge West-bound Tunnel	a) 11-15-68	500	83	41,500	83	
		b) 6-15-70	1,000	70	70,000	70	
C 7125	Fremont Bridge	425 CD	300	248	74,400	231	$5,100
	Totals (3 projects)			4	$236,900	554	$5,100

STATE COPY

Monthly transaction number 4-71	FORM PR-2A (R. 10-68) U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	State Oregon
Project report number 18	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT (PPM 21-7) 4-21-70	County Multnomah
Modification number 3		Project number I-80N-2(34)38

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on April 6, 1967, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 5,765,382	$ 5,780,097
Federal funds	$ 5,318,500.00	$ 5,332,100.00
Other revisions		

This modification is made for the following reasons:

Based on revised project agreement estimate.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 21st day of April, 19 70.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By P B Kloboe

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By G L Greer
(Division Engineer)

For: R. E. Simpson

Oregon State Highway Division

Federal-Aid
Project No. I-80N-2(34)38

BONNEVILLE-HOOD RIVER COUNTY LINE SECTION

OF THE COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

SALEM, OREGON, APRIL 13, 1970

Revised Project Agreement Estimate.

Type Code 6201
Roadway (Sta. LW 1737+00 to Sta. 1812+75.07)(Contract 6976)

Total same as previous estimate of December 10, 1969	$1,924,244.00

Type Code X331
Eagle Creek Viaduct, Bridge No. 9382 (Sta. 1748+65 to Sta. 1776+17)(Cont. 6976)

Subtotal for four structures on previous estimate of December 10, 1969	$3,501,635.36
Total for Eagle Creek Viaduct on estimate of March 23, 1967	2,286,419.00

Revised estimate

Additional Class "A" Concrete	134.5 cu.yd.	$70.89	$ 9,534.71
Additional Reinforcement	28,954.5 lb.	0.1327	3,842.26
		Increase	$ 13,376.97
		Subtotal	$3,515,012.33
		10% Engr. & Cont.	351,500.67
		Total	$3,866,513.00
Salvage Credit for Eagle Creek Bridge		All Required	(10,660.00)
		Total	$3,855,853.00

Length of Roadway - - - - - - -	0.739 Mile
Length of Structures (2)- - -	0.696 Mile
Total- - -	1.435 Miles
Cost of Roadway Per Mile- - -	$2,603,848.44

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,924,244.00	$1,775,100.00	$149,144.00
Structures	3,855,853.00	3,557,000.00	298,853.00
Total	$5,780,097.00	$5,332,100.00	$447,997.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefix: 626-1079

STATE COPY

Monthly transaction number: 1-10	FORM R-2A (REV. 10-68)	te: Oregon
Project report number: 15 16	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	County: Multnomah
Modification number: 2	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 12-30-69	Project number: I-80N-2(34)38

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on April 6, 1967, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 5,584,959	$ 5,765,382
Federal funds	$ 5,152,500.00	$ 5,318,500.00
Other revisions		

This modification is made for the following reasons:

Based on revised project agreement estimate. Revised to include items previously retained in program status and additional costs.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 30th day of December, 19 69.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By _____
(Division Engineer)

For: R. E. Simpson

December 10, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

Dear Sir:

We are forwarding four copies of revised estimate as a basis for modification of the project agreement for the Bonneville-Hood River County Line Section, Federal Aid Project No. I-80N-2(34)38.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

CL:dg

Enc.

Oregon State Highway Division

Federal Aid
Project No. I-80N-2(34)38

BONNEVILLE-HOOD RIVER COUNTY LINE SECTION
OF THE COLUMBIA RIVER HWY. IN MULTNOMAH COUNTY

Revised project agreement estimate. Revised to include items previously retained in program status and additional costs.

Salem, Oregon, December 10, 1969

Type Code 6201
Roadway (Sta. LW 1737+00 to Sta. 1812+75.07) (Contract 6976)

Subtotal Previous Estimate of June 12, 1967			$1,602,433.33
Previous Estimate			
Guard Rail	9,600 lin. ft.	2.75	$ 26,400.00
Median Barrier	3,200 lin. ft.	4.00	12,800.00
Rail End Pieces	26 only	4.50	117.00
Guard Rail Blocks	920 only	2.00	1,840.00
Flagging (57-1/2% of contractor's cost)	All Required		10,000.00
			$ 51,157.00
Revised Estimate			
Guard Rail	Replaced by P.A. 11		-
Median Barrier	Replaced by P.A. 11		-
Rail End Pieces	Replaced by P.A. 11		-
Guard Rail Blocks	200 only	2.00	400.00
Flagging (57-1/2% of contractor's cost)	All Required		15,000.00
P.A. 6 Furnish & Install Two Signs	Lump Sum		4,765.00
P.A. 10 RS-1 Asphalt Tack Coat	5 ton	70.00	350.00
P.A. 11 Type 1 Guard Rail	700 lin. ft.	2.83	1,981.00
P.A. 11 Type 2 Guard Rail	8,200 lin. ft.	3.15	25,830.00
P.A. 11 Type 2A Guard Rail	1,000 lin. ft.	4.15	4,150.00
P.A. 11 Terminal Sections	350 lin. ft.	9.60	3,360.00
P.A. 11 Median Barrier	3,000 lin. ft.	5.75	17,250.00
P.A. 11 Rail End Pieces, Type "A"	11 only	5.50	60.50
P.A. 11 Rail End Pieces, Type "B"	2 only	25.00	50.00
P.A. 11 Terminal Anchor	1 only	225.00	225.00
P.A. 11 Back-up Plates	150 only	2.00	300.00

P.A. 13 1 1/2-inch Material in Base	6,000 ton	4.69	28,140.00
P.A. 13 3/4" - 0 Material in Base	925 ton	4.99	4,615.75
P.A. 17 Class "A" Concrete	21.9 cu. yd.	75.00	1,642.50
P.A. 17 Reinforcement	400 lbs.	0.14	56.00
P.A. 19 Substitute Class "B" Asphalt Conc.	900 ton	6.18	5,562.00
P.A. 20 Class "B" Mixture	650 ton	10.00	6,500.00
EWO 4 Furnish & Install Temporary Signing	All Required		12,208.57
EWO 5 Construct & Remove Type 3 Fence	All Required		1,027.87
EWO 9 Additional Clearing and Grubbing	All Required		5,476.44
EWO 10 Remove Dangerous Material	All Required		17,244.00
EWO 12 Repair Old Hwy. Pavement	All Required		299.83
EWO 13 Reface Wall End	All Required		473.36
EWO 14 Remove Rock Slide Formation	All Required		24,065.17
EWO 16 Repair Balustrade and Rock Wall	All Required		1,613.40
EWO 17 Type II Protective Fence	All Required		517.77
EWO 19 Correct Winter Damage	All Required		10,500.00
SFO 4 Striping	All Required		5,100.00
			$ 198,764.16
	Increase		147,607.16
	Subtotal		$1,750,040.49
	*Engr. & Cont.		174,203.51
	Total		$1,924,244.00

*Reduced in accordance with Par. 5 (Project Field Office) of PPM 30-6.

Type Code X999
Tooth Rock Tunnel Reconst. No. 4555A (Sta. 1754+41.9 to Sta. 1764+11.8) (Contract 6976)

Subtotal on previous estimates of March 23 and June 12, 1967	$3,485,221.00
Total for Tooth Rock Tunnel Reconst. Previous Estimates	$ 66,290.00

Revised estimate, Approved Extra Work Order and Price Agreements

EWO 20 Cut Arch Rings	All Required	$ 3,000.00
EWO 21 Patch & Seal Tunnel Cracks	All Required	8,961.48
EWO 22 Grind, Fill and Repair Tunnel Surface	All Required	4,500.00
EWO 23 Provide & Install Add'l Stone Facing	All Required	5,000.00
EWO 24 Furnish & Install Tunnel Blockout Covers	All Required	2,952.88
P.A. 15 Delete part of Bid Item 119	Lump Sum	(8,000.00)
	Increase	$ 16,414.36
	Subtotal	$3,501,635.36
	Engr. & Cont.	350,162.64
	Total	$3,851,798.00
Salvage Credit for Eagle Creek Bridge	All Required	(10,660.00)
	Total	$3,841,138.00

Length of Roadway - - - - - - - 0.739 mile
Length of Structures (2) - - 0.696 mile
Total - - - - - - - 1.435 miles

Cost of Roadway per Mile - - $2,603,848.44

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,924,244.00	$1,775,100.00	$149,144.00
Structures	3,841,138.00	3,543,400.00	297,738.00
Total	$5,765,382.00	$5,318,500.00	$446,882.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefix 626-1079

Monthly transaction number	FORM PR-2A (REV. 10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project report number 12	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	County Multnomah
Modification number 1 6976	6/26/67	Project number I-80N-2(34)38

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on April 6, 1967, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 5,466,691	$ 5,584,959
Federal funds	$ 5,043,000.00	$ 5,152,500.00
Other revisions		

This modification is made for the following reasons:

Project Agreement revised to include items retained in program status.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 26 day of June, 1967.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By M Kabel

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
A. W. Parsons, Division Engineer

By L. R. Backlund
(Division Engineer)
L. R. Backlund, Administrative Mgr.

US COMM-DC 26364-P65

Oregon State Highway Department

Federal-Aid
Project No. I-SCM-2(34)98

ESTACADA-HOOD RIVER COUNTY LINE SECTION

OF THE COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

(Revised estimate as a basis for modification of project agreement. This estimate revised to include items retained in program status. Previous estimate dated March 23, 1967.)

Salem, Oregon, June 12, 1967

Type Code 6201
Roadway (Sta. 1M 1737+00 to Sta. 1812+75.07)(Contract No. 6976)

Previous subtotal on estimate of March 23, 1967		$1,494,917.00
EWO 2 Relocate Park Facilities	All Req.	300.00
EWO 3 Remove Fire Hydrant and Relocate Water Line	All Req.	1,500.00
Utilities		
Pacific Northwest Bell Telephone	All Req.	1,588.33
Railroad Protective Cost	All Req.	40,000.00
Work by U.P.R.R.	All Req.	62,605.00
Pacific Northwest Bell Telephone	Lump Sum	1,523.00
		$ 107,516.33
Subtotal		$1,602,433.33
*10% Engr. & Cont.		159,442.67
Total		$1,761,876.00

*Reduced in accordance with Par. 5 (Project Field Office) of PPM 30-6.

Previous total for four structures on estimate of March 23, 1967	$3,823,083.00

Length of Roadway - - - - - - - - - -	0.739
Length of Structures (2)- - - - - -	0.696
Total - - - - - - - - - - - - - - - -	1.435

Cost of Roadway Per Mile - - - - - $2,384,135.32

Retained in Program Status

Striping	All Req.	$ 500.00
Patch and Seal Tunnel Cracks	All Req.	2,000.00
Arch Rings	All Req.	3,000.00
Repair Balustrade	All Req.	500.00
Reface Wall End	All Req.	200.00
Repair Old Hwy. Pavement	All Req.	200.00
Tack Coat	All Req.	100.00
Subtotal		$6,500.00
10% Engr. & Cont.		650.00
Total		$7,150.00

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,761,876.00	$1,625,500.00	$136,376.00
Structures	3,823,083.00	3,527,000.00	296,083.00
Subtotal	$5,584,959.00	$5,152,500.00	$432,459.00
Retained in Program	7,150.00	6,500.00	650.00
Status	$5,592,109.00	$5,159,000.00	$433,109.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

BONNEVILLE-HOOD RIVER COUNTY LINE SECTION

PROJECT NO. I-084-2(34)38

Railroad Protective Cost U.P.R.R.

Engineer Inspector for 2 years, Hdq. - Portland
Full Flagging Crew for 26 weeks, Hdq. - Bonneville

Engineer Inspector, Salary, 24 mo. @ $730	$17,520.00
30% Payroll Additives	5,256.00
Expenses, Personal	756.00
Expenses, Equipment	4,788.00
Total Engineer Inspector	$28,320.00

Flagging Crew	
1 - Section Foreman $2.94 per hr.	$ 3,068.00
2 - Section Laborers $2.63 per hr.	5,470.00
OT - Foreman	574.00
OT - Laborers	1,026.00
30% Payroll Additives	3,041.00
Expenses, Equipment	1,235.00
Total Flagging Crew	$14,414.00
Grand Total	$42,734.00

State will pay up to $40,000.00

Work to be done by Union Pacific Railroad Co.

Labor	$41,570.00
Materials	21,085.00
Salvage Credit	50.00
Total	$62,605.00

BOMBEVILLE-HOOD RIVER COUNTY LINE SECTION

PROJECT NO. I-80N-2(34)38

Cont.

Work by Pacific Northwest Bell Telephone Co.

Labor		$ 462.00
Overhead		83.00
Materials and Supplies		258.00
Equipment Expense		68.00
Contract Labor for Splice Pits		300.00
Engineering		356.00
	Lump Sum	$1,523.00

Work by Pacific Northwest Bell Telephone Co. (Additional Work)

Labor		$ 162.24
Overhead		26.09
Contract Labor for Digging, Lowering and Backfilling		1,400.00
	Total	$1,588.33

STATE COPY

Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
4-29		Oregon
PROJECT REPORT NO.	FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	COUNTY
8		Multnomah
		PROJECT NO. I-80N-2(34)38

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Bonneville-Hood River Co. Line Section.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	1-26-67	1.435
OTHER (Specify)		

FUNDS

Pro Rata 92.25

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 5,466,691	$ 5,043,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By [signature]

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

A. W. PARSONS, Division Engineer

By L. R. Backlund, Admin. Manager
(Division Engineer)

Date executed by Division Engineer APR 6 1967

Oregon State Highway Department

Federal-Aid
Project No. I-80N-2(34)38

BONNEVILLE-HOOD RIVER CO. LINE SECTION

OF THE COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

Project Agreement Estimate.

Salem, Oregon, March 23, 1967

Type Code 6201
Roadway (Sta. L" 1737+00 to Sta. 1812+75.07)(Contract No. 6976)

Clearing and Grubbing	All Required		$ 115,000.00
Ditch Excavation, Unclassified	56 cu.yd.	$ 10.00	560.00
General Excavation, Unclassified	353,000 cu.yd.	1.40	494,200.00
Slope Bench Excavation, Unclass.	16,800 cu.yd.	10.00	168,000.00
Embankment Foundation Excavation, Unclassified	4,200 cu.yd.	4.00	16,800.00
Tunnel Excavation, Unclassified	7,800 cu.yd.	8.00	62,400.00
Finishing Roadbed and Slopes	All Required		6,000.00
Rounding Cutbanks	1,000 lin.ft.	0.30	300.00
Trench Excavation	1,240 cu.yd.	3.00	3,720.00
Special Backfill in Drains	140 cu.yd.	10.00	1,400.00
Watering	1,030 M-gal.	2.50	2,575.00
3/4" - 0 Material in Base	4,000 ton	3.25	13,000.00
Plant-Mix Stone Base	36,500 ton	3.00	109,500.00
Bituminous Base Mixture	5,000 ton	6.70	33,500.00
Asphalt in Bituminous Base	230 ton	35.00	8,050.00
3/4" - 0 Material in Prime Coat	200 cu.yd.	8.00	1,600.00
MC-250 Asphalt in Prime Coat	30 ton	60.00	1,800.00
Class "B" Asphalt Concrete Mixture	11,200 ton	6.70	75,040.00
Asphalt Cement in Mixture	620 ton	35.00	21,700.00
8-inch Reinforced Concrete Pavement	3,000 sq.yd.	12.00	36,000.00
12-inch Reinforced Concrete Bridge End Panels	480 sq.yd.	15.00	7,200.00
Special Steel Reinforcement	30,000 lb.	0.12	3,600.00
Loose Riprap	2,500 cu.yd.	5.00	12,500.00
12-inch Culvert Pipe	680 lin.ft.	3.00	2,040.00
18-inch Culvert Pipe	1,700 lin.ft.	4.50	7,650.00
24-inch Culvert Pipe	280 lin.ft.	7.00	1,960.00
36-inch Culvert Pipe	34 lin.ft.	11.50	391.00
6-inch Drain Pipe	170 lin.ft.	2.00	340.00
10-inch Drain Pipe	1,860 lin.ft.	2.75	5,115.00
18-inch Culvert End Sections	4 only	50.00	200.00
Concrete Manholes	3 only	500.00	1,500.00
Concrete Inlets, Type G	2 only	175.00	350.00
Concrete Inlets, Type G-1	19 only	200.00	3,800.00
Concrete Inlets, Type G-2M	8 only	200.00	1,600.00
Concrete Inlets, Type D	1 only	200.00	200.00
Adjusting Manholes	2 only	100.00	200.00
Reconstructing Concrete Manholes	1 only	300.00	300.00

Concrete Curbs	144 cu.yd.	$ 50.00	$ 7,200.00
Concrete Walks	520 sq.yd.	6.00	3,120.00
Extra for AC Concrete Berm Paving	660 sq.yd.	2.50	1,650.00
Guide Posts, W-1	36 only	9.00	324.00
Guide Posts, Y-2	44 only	9.00	396.00
Guide Posts, Y-3	1 only	10.00	10.00
Guard Rail	9,600 lin.ft.	2.75	26,400.00
Median Barrier	3,200 lin.ft.	4.00	12,800.00
Type 2 Barricade	350 lin.ft.	4.00	1,400.00
Rail End Pieces	26 only	4.50	117.00
Guard Rail Blocks	920 only	2.00	1,840.00
Extra Guard Rail Posts	80 only	12.00	960.00
Extra for Painting Rails	6,400 lin.ft.	0.20	1,280.00
Salvaging Guard Rail	500 lin.ft.	1.00	500.00
Salvaging Median Barrier	60 lin.ft.	1.00	60.00
Salvaging Type 2 Barricade	2,300 lin.ft.	0.80	1,840.00
Guard Rail-Salvaged Guard Rail	500 lin.ft.	1.00	500.00
Guard Rail-Salvaged Barricade	1,500 lin.ft.	1.20	1,800.00
Median Barrier-Salvaged Median Barrier	60 lin.ft.	2.00	120.00
Type 2 Barricade-Salvaged Barricade	700 lin.ft.	1.00	700.00
Type 2 Fence	290 rod	13.00	3,770.00
Type 3 Fence	190 rod	30.00	5,700.00
20' Type 2 Double Gate	2 only	150.00	300.00
20' Type 3 Double Gate	1 only	200.00	200.00
Roadside Seeding	4 acre	200.00	800.00
Roadside Mulching	4 acre	250.00	1,000.00
Grass Seed, Creeping Red Fescue	50 lb.	1.00	50.00
Grass Seed, Chewings Fescue	30 lb.	1.00	30.00
Grass Seed, Perennial Ryegrass	18 lb.	1.00	18.00
Dutch White Clover	14 lb.	1.00	14.00
Inorganic Fertilizer, 10-16-8	18 cwt.	10.00	180.00
Furnishing Field Laboratory Bldg.	1 only	800.00	800.00
Retaining Walls and Ditch Liner			
Trench Excavation	3,200 cu.yd.	2.50	8,000.00
Retaining Wall Backfill	90 cu.yd.	4.00	360.00
Class "A" Concrete	1,180 cu.yd.	75.00	88,500.00
Reinforcement	132,000 lb.	0.14	18,480.00
Metal Parapet Railing	360 lin.ft.	8.50	3,060.00
8-inch Metal Perforated Drain Pipe, 16 Gage	140 lin.ft.	4.00	560.00
Special Backfill in Drains	10 cu.yd.	10.00	100.00
Signing			
Sign Support Footings	All Required		2,000.00
Breakaway Sign Posts	All Required		4,700.00

Single Sign Supports	All Required		$ 1,700.00
Painted Wood Sign Posts	All Required		600.00
Type "A" Signs in Place	472 sq.ft.	$ 8.00	3,776.00
Type "C" and "D" Signs in Place	149 sq.ft.	5.00	745.00
Type "E", "F" and "G" Signs in Place	61 sq.ft.	6.00	366.00
Illumination			
Roadway Illumination Installation, Complete	All Required		56,000.00
			$1,484,917.00
Flagging (57½% of Contractor's Cost)	All Required		$ 10,000.00
	Subtotal		$1,494,917.00
	10% Engr. & Cont.*		148,691.00
	Total		$1,643,608.00

*Reduced in accordance with Par. 5 (Project Field Offices) of PPM 30-6.

Type Code X331
Eagle Creek Viaduct, Bridge No. 9382 (Sta. 1748+65 to Sta. 1776+17)(Cont. 6976)

Shoring, Cribbing, etc.	All Required		$ 150,000.00
Structural Excavation	5,800 cu.yd.	$ 8.00	46,400.00
Structural Excavation Below Elevation Shown	600 cu.yd.	15.00	9,000.00
Special Footing Backfill	500 cu.yd.	6.00	3,000.00
Furnish 12 BP 53 Steel Piling	20,020 lin.ft.	5.00	100,100.00
Drive Steel Piles	440 only	70.00	30,800.00
Splice Steel Piles	220 only	30.00	6,600.00
Class "A" Concrete (7,759 cu.yds.)	All Required		550,000.00
Seal Concrete	270 cu.yd.	40.00	10,800.00
Class "B" Concrete	20 cu.yd.	60.00	1,200.00
Reinforcement (1,507,700 lbs.)	All Required		200,000.00
Structural Steel (3,490,000 lbs.)	All Required		1,105,000.00
Stress Rod Units	160 lin.ft.	28.00	4,480.00
Metal Parapet Railing	5,504 lin.ft.	8.50	46,784.00
Grouted Riprap	130 sq.yd.	30.00	3,900.00
6-inch Metal Perforated Drain Pipe, 16 Gage	160 lin.ft.	3.00	480.00
8-inch Metal Unperforated Drain Pipe, 16 Gage, Type "A" Coating	200 lin.ft.	4.00	800.00
12-inch Metal Unperforated Drain Pipe, 16 Gage, Type "A" Coating	30 lin.ft.	6.00	180.00
Special Backfill in Drains	10 cu.yd.	10.00	100.00
4-inch Standard Steel Pipe	300 lin.ft.	8.00	2,400.00
5-inch Standard Steel Pipe	25 lin.ft.	15.00	375.00
6-inch Standard Steel Pipe	25 lin.ft.	8.00	200.00
8-inch Standard Steel Pipe	460 lin.ft.	12.00	5,520.00

10-inch Standard Steel Pipe	520 lin.ft.	$ 15.00	$ 7,800.00
Treated Timber Bent Protection	All Required		500.00
			$2,286,419.00

Type Code X131
Buckel Creek UPRR No. 9377 (Sta. 1791+22 to Sta. 1800+45)(Contract No. 6976)

Shoring, Cribbing, etc.	All Required		$ 22,000.00
Structural Excavation	2,000 cu.yd.	$ 4.00	8,000.00
Structural Excavation Below Elevation Shown	200 cu.yd.	6.00	1,200.00
Furnish 12 BP 53 Steel Piling	10,660 lin.ft.	5.00	53,300.00
Drive Steel Piles	192 only	70.00	13,440.00
Splice Steel Piles	90 only	30.00	2,700.00
Class "A" Concrete (2,363 cu.yds.)	All Required		165,000.00
Reinforcement (420,500 lbs.)	All Required		57,000.00
Structural Steel (1,401,600 lbs.)	All Required		405,000.00
Metal Parapet Railing	1,920 lin.ft.	8.50	16,320.00
8-inch Metal Unperforated Drain Pipe, 16 Gage, Type "A" Coating	90 lin.ft.	4.00	360.00
4-inch Standard Steel Pipe	15 lin.ft.	8.00	120.00
6-inch Standard Steel Pipe	360 lin.ft.	12.00	4,320.00
			$ 748,760.00

Type Code X931
Eagle Creek Bridge Reconstr. No. 2063-A (Sta. 1772+39.27 to Sta. 1777+05.19)
(Contract No. 6976)

Eagle Creek Bridge Removal Work	All Required		$ 50,000.00
Shoring, Cribbing, etc.	All Required		12,000.00
Structural Excavation	100 cu.yd.	$ 8.00	800.00
Structural Excavation Below Elevation Shown	10 cu.yd.	8.00	80.00
Class "A" Concrete (808 cu.yds.)	All Required		64,000.00
Reinforcement (199,000 lbs.)	All Required		28,000.00
Structural Steel (693,000 lbs.)	All Required		220,000.00
Metal Parapet Railing	932 lin.ft.	8.50	7,922.00
8-inch Metal Unperforated Drain Pipe, 16 Gage, Type "A" Coating	150 lin.ft.	4.00	600.00
4-inch Standard Steel Pipe	35 lin.ft.	10.00	350.00
			$ 383,752.00

Type Code X999
Tooth Rock Tunnel Reconstr. No. 4555-A (Sta. 1754+41.9 to Sta. 1764+11.8)
(Contract No. 6976)

Partial Viaduct and Walls Removal Work	All Required		$ 4,000.00
Remodel Tooth Rock Tunnel Portals	All Required		12,000.00
Stone Facing and Parapet	All Required		8,000.00
Shoring, Cribbing, etc.	All Required		10,000.00

Structural Excavation	240 cu.yd.	$ 6.00	$ 1,440.00
Structural Excavation Below Elevation Shown	20 cu.yd.	10.00	200.00
Class "A" Concrete	110 cu.yd.	90.00	9,900.00
Reinforcement	21,000 lb.	0.15	3,150.00
Painting Tooth Rock Tunnel	All Required		12,000.00
Tunnel Drain	280 lin.ft.	20.00	5,600.00
			$ 66,290.00
	Subtotal		$3,485,221.00
	10% Engr. & Cont.		348,522.00
	Subtotal		$3,833,743.00
Salvage Credit for Eagle Creek Br.	All Required		(10,660.00)
	Total		$3,823,083.00

Length of Roadway - - - - -	0.739 Mile
Length of Structures (2)- -	0.696 Mile
Total	1.435 Miles
Cost of Roadway Per Mile- -	$2,224,097.43

Retained in Program Status

Striping	All Required	$ 500.00
Relocate Park Facilities	All Required	300.00
Remove Fire Hydrant	All Required	100.00
Relocate Water Line	All Required	200.00
Work by the Railroad	All Required	65,000.00
Pacific Northwest Bell	All Required	2,500.00
Patch and Seal Tunnel Cracks	All Required	2,000.00
Arch Rings	All Required	3,000.00
Repair Balustrade	All Required	500.00
Railroad Protection	All Required	40,000.00
Reface Wall End	All Required	200.00
Repair Old Hwy. Pavement	All Required	200.00
Tack Coat	All Required	100.00
	Subtotal	$ 115,400.00
	10% Engr. & Cont.	11,540.00
	Total	$ 126,940.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,643,608.00	$1,516,000.00	$127,608.00
Structures	3,823,083.00	3,527,000.00	296,083.00
Subtotal	$5,466,691.00	$5,043,000.00	$423,691.00
Retained in Program	126,940.00	117,000.00	9,940.00
Total	$5,593,631.00	$5,160,000.00	$433,631.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

BONNEVILLE-HOOD RIVER COUNTY LINE SECTION

RAILROAD PROTECTIVE COSTS

UNION PACIFIC RAILROAD

Engineer Inspector for 2 years, Headquarters -- Portland
Full Flagging Crew for 26 weeks, Headquarters -- Bonneville

Engineer Inspector, Salary, 24 mos. @ $730	$17,520.00
30% Payroll Additives	5,256.00
Expenses Personal	756.00
Expenses Equipment	4,788.00
Total Engineer Inspector	$28,320.00

Flagging Crew

1-Section Foreman $2.94 per hr.	$ 3,068.00
2-Section Laborers 2.63 per hr.	5,470.00
OT-Foreman	574.00
OT-Laborers	1,026.00
30% Payroll Additives	3,041.00
Expenses Equipment	1,235.00
Total Flagging Crew	$14,414.00
GRAND TOTAL	$42,734.00

State will pay up to. $40,000.00

Oregon State Highway Department

Federal Aid
Project No. I-80N-2(34)38

BONNEVILLE-HOOD RIVER CO. LINE SECTION

OF THE COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

P.S. & E. Estimate

Salem, Oregon, January 23, 1967

Type Code 6201
Roadway (Sta. L^W 1737+00 to Sta. 1812+75.07)

Clearing and Grubbing	All Required		$ 50,000.00
Ditch Excavation, Unclassified	56 cu.yds.	5.00	280.00
General Excavation, Unclassified	353,000 cu.yds.	0.75	264,750.00
Slope Bench Excavation, Unclassified	16,800 cu.yds.	10.00	168,000.00
Embankment Foundation Excavation, Unclassified	4,200 cu.yds.	1.00	4,200.00
Tunnel Excavation, Unclassified	7,800 cu.yds.	15.00	117,000.00
Finishing Roadbed and Slopes	All Required		3,000.00
Rounding Cutbanks	1,000 lin.ft.	0.25	250.00
Trench Excavation	1,240 cu.yds.	7.00	8,680.00
Special Backfill in Drains	140 cu.yds.	8.00	1,120.00
Watering	1,030 M-gal.	3.50	3,605.00
3/4" - 0 Material in Base	4,000 ton	2.25	9,000.00
Plant-Mix Stone Base	36,500 ton	2.25	82,125.00
Bituminous Base Mixture	5,000 ton	4.00	20,000.00
Asphalt in Bituminous Base	230 ton	30.00	6,900.00
3/4" - 0 Material in Prime Coat	200 cu.yds.	6.00	1,200.00
RC-250 Asphalt in Prime Coat	30 ton	45.00	1,350.00
Class "B" Asphalt Concrete Mixture	11,200 ton	4.35	48,720.00
Asphalt Cement in Mixture	620 ton	30.00	18,600.00
8-inch Reinforced Concrete Pavement	3,000 sq.yd.	6.50	19,500.00
12-inch Reinforced Concrete Bridge End Panels	480 sq.yd.	15.00	7,200.00
Special Steel Reinforcement	30,000 lbs.	0.15	4,500.00
Loose Riprap	2,500 cu.yd.	3.50	8,750.00
12-inch Culvert Pipe	680 lin.ft.	3.75	2,550.00
18-inch Culvert Pipe	1,700 lin.ft.	5.00	8,500.00
24-inch Culvert Pipe	280 lin.ft.	8.00	2,240.00
36-inch Culvert Pipe	34 lin.ft.	14.50	493.00
6-inch Drain Pipe	170 lin.ft.	2.00	340.00
10-inch Drain Pipe	1,860 lin.ft.	3.00	5,580.00
18-inch Culvert End Sections	4 only	40.00	160.00
Concrete Manholes	3 only	375.00	1,125.00
Concrete Inlets, Type G	2 only	100.00	200.00
Concrete Inlets, Type G-1	19 only	100.00	1,900.00
Concrete Inlets, Type G-2M	8 only	150.00	1,200.00
Concrete Inlets, Type D	1 only	150.00	150.00
Adjusting Manholes	2 only	100.00	200.00

Reconstructing Concrete Manholes	1 only	200.00	$ 200.00
Concrete Curbs	144 cu.yds.	45.00	6,480.00
Concrete Walks	520 sq.yds.	4.50	2,340.00
Extra for A.C. Concrete Berm Paving	660 sq.yds.	2.00	1,320.00
Guide Posts, W-1	36 only	8.00	288.00
Guide Posts, Y-2	44 only	8.50	374.00
Guide Posts, Y-3	1 only	9.00	9.00
Guard Rail	9,600 lin.ft.	2.50	24,000.00
Median Barrier	3,200 lin.ft.	3.75	12,000.00
Type 2 Barricade	350 lin.ft.	4.00	1,400.00
Rail End Pieces	26 only	5.00	130.00
Guard Rail Blocks	920 only	2.00	1,840.00
Extra Guard Rail Posts	80 only	10.00	800.00
Extra for Painting Rails	6,400 lin.ft.	0.15	960.00
Salvaging Guard Rail	500 lin.ft.	1.00	500.00
Salvaging Median Barrier	60 lin.ft.	1.25	75.00
Salvaging Type 2 Barricade	2,300 lin.ft.	1.00	2,300.00
Guard Rail-Salvaged Guard Rail	500 lin.ft.	1.25	625.00
Guard Rail-Salvaged Barricade	1,500 lin.ft.	1.25	1,875.00
Median Barrier-Salvaged Median Barrier	60 lin.ft.	1.75	105.00
Type 2 Barricade-Salvaged Barricade	700 lin.ft.	1.00	700.00
Type 2 Fence	290 rod	9.00	2,610.00
Type 3 Fence	190 rod	25.00	4,750.00
20' Type 2 Double Gate	2 only	125.00	250.00
20' Type 3 Double Gate	1 only	200.00	200.00
Roadside Seeding	4 acre	160.00	640.00
Roadside Mulching	4 acre	200.00	800.00
Grass Seed, Creeping Red Fescue	50 lb.	1.00	50.00
Grass Seed, Chewing Fescue	30 lb.	1.00	30.00
Grass Seed, Perennial Ryegrass	18 lb.	0.50	9.00
Dutch White Clover	14 lb.	1.00	14.00
Inorganic Fertilizer, 10-16-8	18 cwt.	6.00	108.00
Furnishing Field Laboratory Bldg.	1 only	500.00	500.00
Retaining Walls and Ditch Liner			
Trench Excavation	3,200 cu.yd.	6.00	19,200.00
Retaining Wall Backfill	90 cu.yd.	6.00	540.00
Class "A" Concrete	1,180 cu.yd.	90.00	106,200.00
Reinforcement	132,000 lb.	0.14	18,480.00
Metal Parapet Railing	360 lin.ft.	8.00	2,880.00
8-inch Metal Perforated Drain Pipe, 16 Gage	140 lin.ft.	4.00	560.00
Special Backfill in Drains	10 cu.yd.	8.00	80.00
Signing			
Sign Support Footings	All Required		1,400.00
Breakaway Sign Posts	All Required		3,000.00

Single Sign Supports	All Required		$ 850.00
Painted Wood Sign Posts	All Required		600.00
Type "A" Signs in Place	472 sq.ft.	8.00	3,776.00
Type "C" and "D" Signs in Place	149 sq.ft.	4.50	670.50
Type "E", "F" and "G" Signs in Place	61 sq.ft.	4.50	274.50
Illumination			
Roadway Illumination Installation, Complete	All Required		59,000.00
			$1,159,161.00
Flagging (57½% of Contractor's Cost)	All Required		$ 10,000.00
	Subtotal		$1,169,161.00
	*10% Engr. & Cont.		116,416.00
	Total		$1,285,577.00

*Reduced in accordance with Par. 5 (Project Field Offices) of PPM 30-6.

Type Code X331
Eagle Creek Viaduct, Bridge No. 9382 (Sta. 1748+65 to Sta. 1776+17)

Shoring, Cribbing, Etc.	All Required		$ 80,000.00
Structural Excavation	5,800 cu.yd.	10.00	58,000.00
Structural Excavation Below Elevation Shown	600 cu.yd.	15.00	9,000.00
Special Footing Backfill	500 cu.yd.	8.00	4,000.00
Furnish 12 BP 53 Steel Piling	20,020 lin.ft.	6.00	120,120.00
Drive Steel Piles	440 only	80.00	35,200.00
Splice Steel Piles	220 only	40.00	8,800.00
Class "A" Concrete (7,759 cu.yds. @ $90.00)	All Required		698,310.00
Seal Concrete	270 cu.yd.	40.00	10,800.00
Class "B" Concrete	20 cu.yd.	75.00	1,500.00
Reinforcement (1,507,700 lbs. @ $0.14)	All Required		211,078.00
Structural Steel (3,490,000 lbs. @ $0.34)	All Required		1,186,600.00
Stress Rod Units	160 lin.ft.	30.00	4,800.00
Metal Parapet Railing	5,504 lin.ft.	8.00	44,032.00
Grouted Riprap	130 sq.yd.	20.00	2,600.00
6-inch Metal Perforated Drain Pipe 18 Gage	160 lin.ft.	3.00	480.00
8-inch Metal Unperforated Drain Pipe, 16 Gage, Type "A" Coating	200 lin.ft.	4.00	800.00
12-inch Metal Unperforated Drain Pipe, 16 Gage, Type "A" Coating	30 lin.ft.	5.00	150.00
Special Backfill in Drains	10 cu.yd.	8.00	80.00

Single Sign Supports	All Required		$ 850.00
Painted Wood Sign Posts	All Required		600.00
Type "A" Signs in Place	472 sq.ft.	8.00	3,776.00
Type "C" and "D" Signs in Place	149 sq.ft.	4.50	670.50
Type "E", "F" and "G" Signs in Place	61 sq.ft.	4.50	274.50
Illumination			
Roadway Illumination Installation, Complete	All Required		59,000.00
			$1,159,161.00
Flagging (57½% of Contractor's Cost)	All Required		$ 10,000.00
	Subtotal		$1,169,161.00
	*10% Engr. & Cont.		116,416.00
	Total		$1,285,577.00

*Reduced in accordance with Par. 5 (Project Field Offices) of PPM 30-6.

Type Code X331
Eagle Creek Viaduct, Bridge No. 9382 (Sta. 1748+65 to Sta. 1776+17)

Shoring, Cribbing, Etc.	All Required		$ 80,000.00
Structural Excavation	5,800 cu.yd.	10.00	58,000.00
Structural Excavation Below Elevation Shown	600 cu.yd.	15.00	9,000.00
Special Footing Backfill	500 cu.yd.	8.00	4,000.00
Furnish 12 BP 53 Steel Piling	20,020 lin.ft.	6.00	120,120.00
Drive Steel Piles	440 only	80.00	35,200.00
Splice Steel Piles	220 only	40.00	8,800.00
Class "A" Concrete (7,759 cu.yds. @ $90.00)	All Required		698,310.00
Seal Concrete	270 cu.yd.	40.00	10,800.00
Class "B" Concrete	20 cu.yd.	75.00	1,500.00
Reinforcement (1,507,700 lbs. @ $0.14)	All Required		211,078.00
Structural Steel (3,490,000 lbs. @ $0.34)	All Required		1,186,600.00
Stress Rod Units	160 lin.ft.	30.00	4,800.00
Metal Parapet Railing	5,504 lin.ft.	8.00	44,032.00
Grouted Riprap	130 sq.yd.	20.00	2,600.00
6-inch Metal Perforated Drain Pipe 18 Gage	160 lin.ft.	3.00	480.00
8-inch Metal Unperforated Drain Pipe, 16 Gage, Type "A" Coating	200 lin.ft.	4.00	800.00
12-inch Metal Unperforated Drain Pipe, 16 Gage, Type "A" Coating	30 lin.ft.	5.00	150.00
Special Backfill in Drains	10 cu.yd.	8.00	80.00

4-inch Standard Steel Pipe	300	lin.ft.	8.00	$ 2,400.00
5-inch Standard Steel Pipe	25	lin.ft.	9.00	225.00
6-inch Standard Steel Pipe	25	lin.ft.	10.00	250.00
8-inch Standard Steel Pipe	460	lin.ft.	12.00	5,520.00
10-inch Standard Steel Pipe	520	lin.ft.	16.00	8,320.00
Treated Timber Bent Protection	All	Required		1,000.00
				$2,494,065.00

Type Code X131
Ruckel Creek UPRR No. 9377 (Sta. 1791+22 to Sta. 1800+45)

Shoring, Cribbing, Etc.	All	Required		$ 25,000.00
Structural Excavation	2,000	cu.yd.	10.00	20,000.00
Structural Excavation Below Elevation Shown	200	cu.yd.	15.00	3,000.00
Furnish 12 BP 53 Steel Piling	10,660	lin.ft.	6.00	63,960.00
Drive Steel Piles	192	only	80.00	15,360.00
Splice Steel Piles	90	only	40.00	3,600.00
Class "A" Concrete (2,363 cu.yd. @ $90.00)	All	Required		212,670.00
Reinforcement (420,500 lbs. @ $0.14)	All	Required		58,870.00
Structural Steel (1,401,600 lbs. @ $0.34)	All	Required		476,544.00
Metal Parapet Railing	1,920	lin.ft.	8.00	15,360.00
8-inch Metal Unperforated Drain Pipe, 16 Gage, Type "A" Coating	90	lin.ft.	4.00	360.00
4-inch Standard Steel Pipe	15	lin.ft.	8.00	120.00
6-inch Standard Steel Pipe	360	lin.ft.	10.00	3,600.00
				$ 898,444.00

Type Code X031
Eagle Creek Bridge Reconst. No. 2063-A (Sta. 1772+39.27 to Sta. 1777+05.19)

Eagle Creek Bridge Removal Work	All	Required		$ 60,000.00
Shoring, Cribbing, Etc.	All	Required		2,000.00
Structural Excavation	100	cu.yd.	8.00	800.00
Structural Excavation Below Elevation Shown	10	cu.yd.	15.00	150.00
Class "A" Concrete (808 cu.yds. @ $90.00)	All	Required		72,720.00
Reinforcement (199,000 lbs. @ $0.14)	All	Required		27,860.00
Structural Steel (693,000 lbs. @ $0.34)	All	Required		235,620.00
Metal Parapet Railing	932	lin.ft.	8.00	7,456.00
8-inch Metal Unperforated Drain Pipe, 16 Gage, Type "A" Coating	150	lin.ft.	4.00	600.00
4-inch Standard Steel Pipe	35	lin.ft.	8.00	280.00
				$ 407,486.00

Type Code X999
Tooth Rock Tunnel Reconst. No. 4555-A (Sta. 1754+41.9 to Sta. 1764+11.8)

Partial Viaduct and Walls Removal Work	All Required		$ 7,000.00
Remodel Tooth Rock Tunnel Portals	All Required		5,000.00
Stone Facing and Parapet	All Required		2,500.00
Shoring, Cribbing, etc.	All Required		3,000.00
Structural Excavation	240 cu.yd.	10.00	2,400.00
Structural Excavation Below Elevation Shown	20 cu.yd.	15.00	300.00
Class "A" Concrete	110 cu.yd.	90.00	9,900.00
Reinforcement	21,000 lbs.	0.14	2,940.00
Painting Tooth Rock Tunnel	All Required		25,000.00
Tunnel Drain	280 lin.ft.	5.00	1,400.00
			$ 59,440.00
	Subtotal		$3,859,435.00
	10% Engr. & Cont.		385,943.00
	Subtotal		$4,245,378.00
Salvage Credit for Eagle Cr. Br.	All Required		(10,660.00)
	Total		$4,234,718.00

Length of Roadway . . . . 0.739 mile
Length of Structures (2). 0.696 mile
Total . . . . . 1.435 miles
Cost of Roadway per Mile $1,739,617.50

Retained in Program Status

Striping	All Required	$ 500.00
Relocate Park Facilities	All Required	300.00
Remove Fire Hydrant	All Required	100.00
Relocate Water Line	All Required	200.00
Work by Railroad	All Required	65,800.00
Patch and Seal Tunnel Cracks	All Required	2,000.00
Arch Rings	All Required	3,000.00
Repair Balustrade	All Required	500.00
Railroad Protection	All Required	40,000.00
Reface Wall End	All Required	200.00
Repair Old Hwy. Pavement	All Required	200.00
Tack Coat	All Required	100.00
	Subtotal	$ 112,900.00
	10% Engr. & Cont.	11,290.00
	Total	$ 124,190.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,285,577.00	$1,185,800.00	$ 99,777.00
Structures	4,234,718.00	3,906,500.00	328,218.00
Subtotal	$5,520,295.00	$5,092,300.00	$427,995.00
Retained in Program	124,190.00	114,500.00	9,690.00
	$5,644,485.00	$5,206,800.00	$437,685.00

BONNEVILLE-HOOD RIVER COUNTY LINE SECTION

RAILROAD PROTECTIVE COSTS

UNION PACIFIC RAILROAD

Engineer Inspector for 2 yrs., Hdq. - Portland
Full Flagging Crew for 26 weeks, Hdq. - Bonneville

Engineer Inspector, Salary, 24 mo. @ $730	$17,520.00
30% Payroll additive	5,256.00
Expenses, Personal	756.00
Expenses, Equipment	4,788.00
Total, Engineer Inspector	$28,320.00

Flagging Crew	
1 - Section Foreman $2.94 per hr.	$ 3,068.00
2 - Section Laborers $2.63 per hr.	5,470.00
OT - Foreman	574.00
OT - Laborers	1,026.00
30% Payroll additives	3,041.00
Expenses, equipment	1,235.00
Total, Flagging Crew	$14,414.00
Grand Total	$42,734.00

Oregon State Highway Department

Federal-Aid
Project No. I-80N-2(34)38

BONNEVILLE-HOOD RIVER CO. LINE SECTION

OF THE COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

Revised P.S. & E. Estimate.

Salem, Oregon, January 12, 1967

Type Code 6201
Roadway (Sta. L^{W} 1737+00 to Sta. 1812+75.07)

Clearing and Grubbing	All Required			$ 50,000.00
Ditch Excavation, Unclass.	56	cu.yd.	$ 5.00	280.00
General Excavation, Unclass.	353,000	cu.yd.	0.75	264,750.00
Slope Bench Excavation, Unclass.	16,800	cu.yd.	10.00	168,000.00
Embankment Foundation Excavation, Unclassified	4,200	cu.yd.	1.00	4,200.00
Tunnel Excavation, Unclassified	7,800	cu.yd.	15.00	117,000.00
Finishing Roadbed and Slopes	All Required			3,000.00
Rounding Cutbanks	1,000	lin.ft.	0.25	250.00
Trench Excavation	1,240	cu.yd.	7.00	8,680.00
Special Backfill in Drains	140	cu.yd.	8.00	1,120.00
Watering	1,030	M-gal.	3.50	3,605.00
3/4" - 0 Material in Base	4,000	ton	2.25	9,000.00
Plant-Mix Stone Base	36,500	ton	2.25	82,125.00
Bituminous Base Mixture	5,000	ton	4.00	20,000.00
Asphalt in Bituminous Base	230	ton	30.00	6,900.00
3/4" - 0 Material in Prime Coat	200	cu.yd.	6.00	1,200.00
RC-250 Asphalt in Prime Coat	30	ton	45.00	1,350.00
Class "B" Asphalt Concrete Mixture	11,200	ton	4.35	48,720.00
Asphalt Cement in Mixture	620	ton	30.00	18,600.00
8-inch Reinforced Concrete Pavement	3,000	sq.yd.	6.50	19,500.00
12-inch Reinforced Concrete Bridge End Panels	480	sq.yd.	15.00	7,200.00
Special Steel Reinforcement	30,000	lb.	0.15	4,500.00
Loose Riprap	2,500	cu.yd.	3.50	8,750.00
12-inch Culvert Pipe	680	lin.ft.	3.75	2,550.00
18-inch Culvert Pipe	1,700	lin.ft.	5.00	8,500.00
24-inch Culvert Pipe	280	lin.ft.	8.00	2,240.00
36-inch Culvert Pipe	34	lin.ft.	14.50	493.00
6-inch Drain Pipe	170	lin.ft.	2.00	340.00
10-inch Drain Pipe	1,860	lin.ft.	3.00	5,580.00
18-inch Culvert End Sections	4	only	40.00	160.00
Concrete Manholes	3	only	375.00	1,125.00
Concrete Inlets, Type G	2	only	100.00	200.00
Concrete Inlets, Type G-1	19	only	100.00	1,900.00
Concrete Inlets, Type G-2M	8	only	150.00	1,200.00
Concrete Inlets, Type D	1	only	150.00	150.00
Adjusting Manholes	2	only	100.00	200.00
Reconstructing Concrete Manholes	1	only	200.00	200.00
Concrete Curbs	144	cu.yd.	45.00	6,480.00
Concrete Walks	520	sq.yd.	4.50	2,340.00

Extra for A.C. Concrete Berm Paving	660	sq.yd.	$ 2.00	$ 1,320.00
Guide Posts, W-1	36	only	8.00	288.00
Guide Posts, Y-2	44	only	8.50	374.00
Guide Posts, Y-3	1	only	9.00	9.00
Guard Rail	9,600	lin.ft.	2.50	24,000.00
Median Barrier	3,200	lin.ft.	3.75	12,000.00
Type 2 Barricade	350	lin.ft.	4.00	1,400.00
Rail End Pieces	26	only	5.00	130.00
Guard Rail Blocks	920	only	2.00	1,840.00
Extra Guard Rail Posts	80	only	10.00	800.00
Extra for Painting Rails	6,400	lin.ft.	0.15	960.00
Salvaging Guard Rail	500	lin.ft.	1.00	500.00
Salvaging Median Barrier	60	lin.ft.	1.25	75.00
Salvaging Type 2 Barricade	2,300	lin.ft.	1.00	2,300.00
Guard Rail-Salvaged Guard Rail	500	lin.ft.	1.25	625.00
Guard Rail-Salvaged Barricade	1,500	lin.ft.	1.25	1,875.00
Median Barrier-Salvaged Median Barrier	60	lin.ft.	1.75	105.00
Type 2 Barricade-Salvaged Barricade	700	lin.ft.	1.00	700.00
Type 2 Fence	290	rod	9.00	2,610.00
Type 3 Fence	190	rod	25.00	4,750.00
20' Type 2 Double Gate	2	only	125.00	250.00
20' Type 3 Double Gate	1	only	200.00	200.00
Roadside Seeding	4	acre	160.00	640.00
Roadside Mulching	4	acre	200.00	800.00
Grass Seed, Creeping Red Fescue	50	lb.	1.00	50.00
Grass Seed, Chewings Fescue	30	lb.	1.00	30.00
Grass Seed, Perennial Ryegrass	18	lb.	0.50	9.00
Dutch White Clover	14	lb.	1.00	14.00
Inorganic Fertilizer, 10-16-8	18	cwt.	6.00	108.00
Furnishing Field Laboratory Bldg.	1	only	500.00	500.00
Retaining Walls and Ditch Liner				
Trench Excavation	3,200	cu.yd.	6.00	19,200.00
Retaining Wall Backfill	90	cu.yd.	6.00	540.00
Class "A" Concrete	1,180	cu.yd.	90.00	106,200.00
Reinforcement	132,000	lb.	0.14	18,480.00
Metal Parapet Railing	360	lin.ft.	8.00	2,880.00
8-inch Metal Perforated Drain Pipe, 16 Gage	140	lin.ft.	4.00	560.00
Special Backfill in Drains	10	cu.yd.	8.00	80.00
Signing				
Sign Support Footings	All Required			1,400.00
Breakaway Sign Posts	All Required			3,000.00
Single Sign Supports	All Required			850.00
Painted Wood Sign Posts	All Required			600.00
Type "A" Signs in Place	472	sq.ft.	8.00	3,776.00

Type "C" and "D" Signs in Place	149 sq.ft.	$ 4.50	$ 670.50
Type "E", "F" and "G" Signs in Place	61 sq.ft.	4.50	274.50
Illumination			
Roadway Illumination Installation, Complete	All Required		59,000.00
			$1,159,161.00
Flagging (57½% of Contractor's Cost)	All Required		$ 10,000.00
	Subtotal		$1,169,161.00
	10% Engr. & Cont. *		116,416.00
	Total		$1,285,577.00

*Reduced in accordance with Par. 5 (project field offices) of PPM 30-6.

Type Code X331
Eagle Creek Viaduct, Bridge No. 9382 (Sta. 1748+65 to Sta. 1776+17)

Shoring, Cribbing, etc.	All Required		$ 80,000.00
Structural Excavation	5,800 cu.yd.	$ 10.00	58,000.00
Structural Excavation Below Elevation Shown	600 cu.yd.	15.00	9,000.00
Special Footing Backfill	500 cu.yd.	8.00	4,000.00
Furnish 12 BP 53 Steel Piling	20,020 lin.ft.	6.00	120,120.00
Drive Steel Piles	440 only	80.00	35,200.00
Splice Steel Piles	220 only	40.00	8,800.00
Class "A" Concrete (7,759 cu.yds. @ $90.00)	All Required		698,310.00
Seal Concrete	270 cu.yd.	40.00	10,800.00
Class "B" Concrete	20 cu.yd.	75.00	1,500.00
Reinforcement (1,484,500 lbs. @ $0.14)	All Required		207,830.00
Structural Steel (3,431,000 lbs. @ $0.34)	All Required		1,166,540.00
Stress Rod Units	160 lin.ft.	30.00	4,800.00
Metal Parapet Railing	5,504 lin.ft.	8.00	44,032.00
Grouted Riprap	130 sq.yd.	20.00	2,600.00
6-inch Metal Perforated Drain Pipe, 18 Gage	160 lin.ft.	3.00	480.00
8-inch Metal Unperforated Drain Pipe, 16 Gage, Type "A" Ctg.	200 lin.ft.	4.00	800.00
12-inch Metal Unperforated Drain Pipe, 16 Gage, Type "A" Ctg.	30 lin.ft.	5.00	150.00
Special Backfill in Drains	10 cu.yd.	8.00	80.00
4-inch Standard Steel Pipe	300 lin.ft.	8.00	2,400.00
5-inch Standard Steel Pipe	25 lin.ft.	9.00	225.00
6-inch Standard Steel Pipe	25 lin.ft.	10.00	250.00

8-inch Standard Steel Pipe	460 lin.ft.	$ 12.00	$ 5,520.00
10-inch Standard Steel Pipe	520 lin.ft.	16.00	8,320.00
Treated Timber Bent Protection	All Required		1,000.00
			$2,470,757.00

Type Code X131
Ruckel Creek UPRR No. 9377 (Sta. 1791+22 to Sta. 1800+45)

Shoring, Cribbing, etc.	All Required		$ 25,000.00
Structural Excavation	2,000 cu.yd.	$ 10.00	20,000.00
Structural Excavation Below Elevation Shown	200 cu.yd.	15.00	3,000.00
Furnish 12 BP 53 Steel Piling	10,660 lin.ft.	6.00	63,960.00
Drive Steel Piles	192 only	80.00	15,360.00
Splice Steel Piles	90 only	40.00	3,600.00
Class "A" Concrete (2,363 cu.yds. @ $90.00)	All Required		212,670.00
Reinforcement (420,500 lbs. @ $0.14)	All Required		58,870.00
Structural Steel (1,401,600 lbs. @ $0.34)	All Required		476,544.00
Metal Parapet Railing	1,920 lin.ft.	8.00	15,360.00
8-inch Metal Unperforated Drain Pipe, 16 Gage, Type "A" Ctg.	90 lin.ft.	4.00	360.00
4-inch Standard Steel Pipe	15 lin.ft.	8.00	120.00
6-inch Standard Steel Pipe	360 lin.ft.	10.00	3,600.00
			$ 898,444.00

Type Code X031
Eagle Creek Bridge Reconst. No. 2063-A (Sta. 1772+39.27 to Sta. 1777+05.19)

Eagle Creek Bridge Removal Work	All Required		$ 60,000.00
Shoring, Cribbing, etc.	All Required		2,000.00
Structural Excavation	100 cu.yd.	$ 8.00	800.00
Structural Excavation Below Elevation Shown	10 cu.yd.	15.00	150.00
Class "A" Concrete (808 cu.yds. @ $90.00)	All Required		72,720.00
Reinforcement (199,000 lbs. @ $0.14)	All Required		27,860.00
Structural Steel (693,000 lbs. @ $0.34)	All Required		235,620.00
Metal Parapet Railing	932 lin.ft.	8.00	7,456.00
8-inch Metal Unperforated Drain Pipe, 16 Gage, Type "A" Ctg.	150 lin.ft.	4.00	600.00
4-inch Standard Steel Pipe	35 lin.ft.	8.00	280.00
			$ 407,486.00

Type Code X992
Tooth Rock Tunnel Reconst. No. 4555-A (Sta. 1754+41.9 to Sta. 1764+11.8)

Partial Viaduct and Walls Removal Work	All Required		$ 7,000.00
Remodel Tooth Rock Tunnel Portals	All Required		5,000.00
Stone Facing and Parapet	All Required		2,500.00
Shoring, Cribbing, etc.	All Required		3,000.00
Structural Excavation	240 cu.yd.	$ 10.00	2,400.00
Structural Excavation Below Elevation Shown	20 cu.yd.	15.00	300.00
Class "A" Concrete	110 cu.yd.	90.00	9,900.00
Reinforcement	21,000 lb.	0.14	2,940.00
Painting Tooth Rock Tunnel	All Required		25,000.00
Tunnel Drain	280 lin.ft.	5.00	1,400.00
			$ 59,440.00
	Subtotal		$3,836,127.00
	10% Engr. & Cont.		383,612.00
	Subtotal		$4,219,739.00
Salvage Credit for Eagle Cr. Br.	All Required		$ (10,660.00)
	Total		$4,209,079.00

Length of Roadway - - - - - - - 0.739 Mile
Length of Structures (2)- - - - 0.696 Mile
Total 1.435 Miles

Cost of Roadway Per Mile- - - - $1,739,617.50

Retained in Program Status

Striping	All Required	$ 500.00
Relocate Park Facilities	All Required	300.00
Remove Fire Hydrant	All Required	100.00
Relocate Water Line	All Required	200.00
Work by the Railroad	All Required	55,000.00
Pacific Northwest Bell	All Required	2,500.00
Patch and Seal Tunnel Cracks	All Required	2,000.00
Arch Rings	All Required	3,000.00
Repair Balustrade	All Required	500.00
Railroad Protection	All Required	40,000.00
Reface Wall End	All Required	200.00
Repair Old Hwy. Pavement	All Required	200.00
Tack Coat	All Required	100.00
	Subtotal	$ 104,600.00
	10% Engr. & Cont.	10,460.00
	Total	$ 115,060.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,285,577.00	$1,185,800.00	$ 99,777.00
Structures	4,209,079.00	3,882,700.00	326,379.00
Subtotal	$5,494,656.00	$5,068,500.00	$426,156.00
Retained in Program	$ 115,060.00	$ 106,000.00	$ 9,060.00
	$5,609,716.00	$5,174,500.00	$435,216.00

BONNEVILLE-HOOD RIVER COUNTY LINE SECTION

RAILROAD PROTECTIVE COSTS

UNION PACIFIC RAILROAD

Engineer Inspector for 2 Yrs., Headquarters - Portland
Full Flagging Crew for 26 Weeks, Headquarters - Bonneville

Engineer Inspector, Salary, 24 Mos. @ $730	$17,520.00
30% Payroll Additive	5,256.00
Expenses Personal	756.00
Expenses Equipment	4,788.00
Total Engineer Inspector	$28,320.00

Flagging Crew

1-Section Foreman $2.94 per Hour	$ 3,068.00
2-Section Laborers $2.63 per Hour	5,470.00
OT-Foreman	574.00
OT-Laborers	1,026.00
30% Payroll Additives	3,041.00
Expenses Equipment	1,235.00
Total Flagging Crew	$14,414.00
GRAND TOTAL	$42,734.00

State will pay up to $40,000.00

Oregon State Highway Department

Federal-Aid
Project No. I-80N-2(34)38

BONNEVILLE-HOOD RIVER CO. LINE SECTION

OF THE COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

P.S. & E. Estimate.

Salem, Oregon, January 5, 1967

Type Code 6201
Roadway (Sta. L^{W} 1737+00 to Sta. 1812+75.07)

Clearing and Grubbing	All Required		$ 50,000.00
Ditch Excavation, Unclassified	56 cu.yd.	$ 5.00	280.00
General Excavation, Unclassified	353,000 cu.yd.	0.75	264,750.00
Slope Bench Excavation, Unclass.	16,800 cu.yd.	10.00	168,000.00
Embankment Foundation Excavation, Unclassified	4,200 cu.yd.	1.00	4,200.00
Tunnel Excavation, Unclassified	7,800 cu.yd.	15.00	117,000.00
Finishing Roadbed and Slopes	All Required		3,000.00
Rounding Cutbanks	1,000 lin.ft.	0.25	250.00
Trench Excavation	1,240 cu.yd.	7.00	8,680.00
Special Backfill in Drains	140 cu.yd.	8.00	1,120.00
Watering	1,030 M-gal.	3.50	3,605.00
3/4" - 0 Material in Base	4,000 ton	2.25	9,000.00
Plant-Mix Stone Base	36,500 ton	2.25	82,125.00
Bituminous Base Mixture	5,000 ton	4.00	20,000.00
Asphalt in Bituminous Base	230 ton	30.00	6,900.00
3/4" - 0 Material in Prime Coat	200 cu.yd.	6.00	1,200.00
RC-250 Asphalt in Prime Coat	30 ton	45.00	1,350.00
Class "B" Asphalt Concrete Mixture	11,200 ton	4.35	48,720.00
Asphalt Cement in Mixture	620 ton	30.00	18,600.00
8-inch Reinforced Concrete Pavement	3,000 sq.yd.	6.50	19,500.00
12-inch Reinforced Concrete Bridge End Panels	480 sq.yd.	15.00	7,200.00
Special Steel Reinforcement	30,000 lb.	0.15	4,500.00
Loose Riprap	2,500 cu.yd.	3.50	8,750.00
12-inch Culvert Pipe	680 lin.ft.	3.75	2,550.00
18-inch Culvert Pipe	1,700 lin.ft.	5.00	8,500.00
24-inch Culvert Pipe	280 lin.ft.	8.00	2,240.00
36-inch Culvert Pipe	34 lin.ft.	14.50	493.00
6-inch Drain Pipe	170 lin.ft.	2.00	340.00
10-inch Drain Pipe	1,860 lin.ft.	3.00	5,580.00
18-inch Culvert End Sections	4 only	40.00	160.00
Concrete Manholes	3 only	375.00	1,125.00
Concrete Inlets, Type G	2 only	100.00	200.00
Concrete Inlets, Type G-1	19 only	100.00	1,900.00
Concrete Inlets, Type G-2M	8 only	150.00	1,200.00
Concrete Inlets, Type D	1 only	150.00	150.00
Adjusting Manholes	2 only	100.00	200.00
Reconstructing Concrete Manholes	1 only	200.00	200.00
Concrete Curbs	144 cu.yd.	45.00	6,480.00
Concrete Walks	520 sq.yd.	4.50	2,340.00

Extra for A.C. Concrete Berm Paving	660 sq.yd.	$ 2.00	$ 1,320.00
Guide Posts, W-1	36 only	8.00	288.00
Guide Posts, Y-2	44 only	8.50	374.00
Guide Posts, Y-3	1 only	9.00	9.00
Guard Rail	9,600 lin.ft.	2.50	24,000.00
Median Barrier	3,200 lin.ft.	3.75	12,000.00
Type 2 Barricade	350 lin.ft.	4.00	1,400.00
Rail End Pieces	26 only	5.00	130.00
Guard Rail Blocks	920 only	2.00	1,840.00
Extra Guard Rail Posts	80 only	10.00	800.00
Extra for Painting Rails	6,400 lin.ft.	0.15	960.00
Salvaging Guard Rail	500 lin.ft.	1.00	500.00
Salvaging Median Barrier	60 lin.ft.	1.25	75.00
Salvaging Type 2 Barricade	2,300 lin.ft.	1.00	2,300.00
Guard Rail-Salvaged Guard Rail	500 lin.ft.	1.25	625.00
Guard Rail-Salvaged Barricade	1,500 lin.ft.	1.25	1,875.00
Median Barrier-Salvaged Median Barrier	60 lin.ft.	1.75	105.00
Type 2 Barricade-Salvaged Barricade	700 lin.ft.	1.00	700.00
Type 2 Fence	290 rod	9.00	2,610.00
Type 3 Fence	190 rod	25.00	4,750.00
20' Type 2 Double Gate	2 only	125.00	250.00
20' Type 3 Double Gate	1 only	200.00	200.00
Roadside Seeding	4 acre	160.00	640.00
Roadside Mulching	4 acre	200.00	800.00
Grass Seed, Creeping Red Fescue	50 lb.	1.00	50.00
Grass Seed, Chewings Fescue	30 lb.	1.00	30.00
Grass Seed, Perennial Ryegrass	18 lb.	0.50	9.00
Dutch White Clover	14 lb.	1.00	14.00
Inorganic Fertilizer, 10-16-8	18 cwt.	6.00	108.00
Furnishing Field Laboratory Bldg.	All Required		500.00
Retaining Walls and Ditch Liner			
Trench Excavation	3,000 cu.yd.	6.00	18,000.00
Retaining Wall Backfill	90 cu.yd.	6.00	540.00
Class "A" Concrete	960 cu.yd.	90.00	86,400.00
Reinforcement	130,000 lb.	0.14	18,200.00
Metal Parapet Railing	360 lin.ft.	8.00	2,880.00
8-inch Metal Perforated Drain Pipe, 16 Gage	140 lin.ft.	4.00	560.00
Special Backfill in Drains	10 cu.yd.	8.00	80.00
Signing			
Sign Support Footings	All Required		1,400.00
Breakaway Sign Posts	All Required		3,000.00
Single Sign Supports	All Required		850.00
Painted Wood Sign Posts	All Required		600.00
Type "A" Signs in Place	472 sq.ft.	8.00	3,776.00
Type "C" and "D" Signs in Place	149 sq.ft.	4.50	670.50

Type "E", "F" and "G" Signs in Place	61 sq.ft.	$ 4.50	$ 274.50
Illumination			
Roadway Illumination Installation, Complete	All Required		59,000.00
			$1,137,881.00
Flagging (57½% of Contractor's Cost)	All Required		$ 10,000.00
	Subtotal		$1,147,881.00
	10% Engr. & Cont.*		114,238.00
	Total		$1,262,119.00

*Reduced in accordance with Par. 5 (project field offices) of PPM 30-6.

Type Code X331
Eagle Creek Viaduct, Bridge No. 9382 (Sta. 1748+65 to Sta. 1776+17)

Shoring, Cribbing, etc.	All Required		$ 80,000.00
Structural Excavation	5,800 cu.yd.	$ 10.00	58,000.00
Structural Excavation Below Elevation Shown	600 cu.yd.	15.00	9,000.00
Special Footing Backfill	500 cu.yd.	8.00	4,000.00
Furnish 12 BP 53 Steel Piling	20,020 lin.ft.	6.00	120,120.00
Drive Steel Piles	440 only	80.00	35,200.00
Splice Steel Piles	220 only	40.00	8,800.00
Class "A" Concrete (7,759 cu.yds. @ $90.00)	All Required		698,310.00
Seal Concrete	270 cu.yd.	40.00	10,800.00
Class "B" Concrete	20 cu.yd.	75.00	1,500.00
Reinforcement (1,484,500 lbs. @ $0.14)	All Required		207,830.00
Structural Steel (3,431,000 lbs. @ $0.34)	All Required		1,166,540.00
Stress Rod Units	160 lin.ft.	30.00	4,800.00
Metal Parapet Railing	5,504 lin.ft.	8.00	44,032.00
Grouted Riprap	130 sq.yd.	20.00	2,600.00
6-inch Metal Perforated Drain Pipe, 18 Gage	160 lin.ft.	3.00	480.00
8-inch Metal Unperforated Drain Pipe, 16 Gage, Type "A" Coating	200 lin.ft.	4.00	800.00
12-inch Metal Unperforated Drain Pipe, 16 Gage, Type "A" Coating	30 lin.ft.	5.00	150.00
Special Backfill in Drains	10 cu.yd.	8.00	80.00
4-inch Standard Steel Pipe	300 lin.ft.	8.00	2,400.00
5-inch Standard Steel Pipe	25 lin.ft.	9.00	225.00
6-inch Standard Steel Pipe	25 lin.ft.	10.00	250.00

8-inch Standard Steel Pipe	460 lin.ft.	$ 12.00	$ 5,520.00
10-inch Standard Steel Pipe	520 lin.ft.	16.00	8,320.00
Treated Timber Dent Protection	All Required		1,000.00
			$2,470,757.00

Type Code X131
Buckel Creek UPRR No. 9377 (Sta. 1791+22 to Sta. 1800+45)

Shoring, Cribbing, etc.	All Required		$ 25,000.00
Structural Excavation	2,200 cu.yd.	$ 10.00	22,000.00
Structural Excavation Below Elevation Shown	200 cu.yd.	15.00	3,000.00
Furnish 12 BP 53 Steel Piling	10,060 lin.ft.	6.00	60,360.00
Drive Steel Piles	184 only	80.00	14,720.00
Splice Steel Piles	90 only	40.00	3,600.00
Class "A" Concrete (2,363 cu.yds. @ $90.00)	All Required		212,670.00
Reinforcement (420,500 lbs. @ $0.14)	All Required		58,870.00
Structural Steel (1,389,000 lbs. @ $0.34)	All Required		472,260.00
Metal Parapet Railing	1,920 lin.ft.	8.00	15,360.00
8-inch Metal Unperforated Drain Pipe, 16 Gage, Type "A" Coating	90 lin.ft.	4.00	360.00
4-inch Standard Steel Pipe	15 lin.ft.	8.00	120.00
6-inch Standard Steel Pipe	360 lin.ft.	10.00	3,600.00
			$ 891,920.00

Type Code X031
Eagle Creek Bridge Reconst. No. 2063-A (Sta. 1772+39.27 to Sta. 1777+05.19)

Eagle Creek Bridge Removal Work	All Required		$ 60,000.00
Shoring, Cribbing, etc.	All Required		2,000.00
Structural Excavation	160 cu.yd.	$ 8.00	1,280.00
Structural Excavation Below Elevation Shown	20 cu.yd.	15.00	300.00
Class "A" Concrete (808 cu.yds. @ $90.00)	All Required		72,720.00
Reinforcement (199,000 lbs. @ $0.14)	All Required		27,860.00
Structural Steel (693,000 lbs. @ $0.34)	All Required		235,620.00
Metal Parapet Railing	932 lin.ft.	8.00	7,456.00
8-inch Metal Unperforated Drain Pipe, 16 Gage, Type "A" Coating	150 lin.ft.	4.00	600.00
4-inch Standard Steel Pipe	35 lin.ft.	8.00	280.00
			$ 408,116.00

Type Code X999
Tooth Rock Tunnel Reconst. No. 4555-A (Sta. 1754+41.9 to Sta. 1764+11.8)

Partial Viaduct and Walls Removal Work	All Required		$ 7,000.00
Remodel Tooth Rock Tunnel Portals	All Required		5,000.00
Stone Facing and Parapet	All Required		2,500.00
Shoring, Cribbing, etc.	All Required		3,000.00
Structural Excavation	240 cu.yd.	$ 10.00	2,400.00
Structural Excavation Below Elevation Shown	20 cu.yd.	15.00	300.00
Class "A" Concrete	110 cu.yd.	90.00	9,900.00
Reinforcement	21,000 lb.	0.14	2,940.00
Painting Tooth Rock Tunnel	All Required		25,000.00
Tunnel Drain	280 lin.ft.	5.00	1,400.00
			$ 59,440.00
	Subtotal		$3,830,233.00
	10% Engr. & Cont.		383,023.00
	Subtotal		$4,213,256.00
Salvage Credit for Eagle Cr. Br.	All Required		$ 10,660.00
	Total		$4,202,596.00

Length of Roadway - - - - - - - - 0.739 Mile
Length of Structures (2)- - - - 0.696 Mile
Total 1.435 Miles

Cost of Roadway Per Mile- - - - $1,707,874.15

Retained in Program Status

Striping	All Required	$ 500.00
Relocate Park Facilities	All Required	300.00
Remove Fire Hydrant	All Required	100.00
Relocate Water Line	All Required	200.00
Work by the Railroad	All Required	55,000.00
Pacific Northwest Bell	All Required	2,500.00
Patch and Seal Tunnel Cracks	All Required	2,000.00
Arch Rings	All Required	3,000.00
Repair Balustrade	All Required	500.00
Railroad Protection	All Required	40,000.00
Refase Wall End	All Required	200.00
Repair Old Hwy. Pavement	All Required	200.00
Tack Coat	All Required	100.00
		$ 104,600.00
		10,460.00
		$ 115,060.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,262,119.00	$1,164,000.00	$ 98,119.00
Structures	4,202,596.00	3,876,000.00	326,596.00
Subtotal	$5,464,715.00	$5,040,000.00	$424,715.00
Retained in Program	115,060.00	106,000.00	9,060.00
	$5,579,775.00	$5,146,000.00	$433,775.00

BONNEVILLE-HOOD RIVER COUNTY LINE SECTION

RAILROAD PROTECTIVE COSTS

UNION PACIFIC RAILROAD

Engineer Inspector for 2 yrs. Headquarters - Portland
Full Flagging Crew for 26 weeks, Headquarters - Bonneville

Engineer Inspector, Salary, 24 mos. @ $730	$17,520.00
30% Payroll Additive	5,256.00
Expenses Personal	756.00
Expenses Equipment	4,788.00
Total Engineer Inspector	$28,320.00

Flagging Crew

1 Section Foreman $2.94 per hr.	$ 3,068.00
2 Section Laborers $2.63 per hr.	5,470.00
OT Foreman	574.00
OT Laborers	1,026.00
30% Payroll Additives	3,041.00
Expenses Equipment	1,235.00
Total Flagging Crew	$14,414.00
Grand Total	$42,734.00

State will pay up to - - - - - - - - - - - - - - - - - - $40,000.00

Oregon State Highway D[illegible]rtment

[illegible]deral Aid
[illegible]roject No. I-80N-2(34)38

BONNEVILLE-HOOD RIVER CO. LINE SECTION

OF THE COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

PS & E Estimate

Salem, Oregon, August 5, 1966

Type Code 6201
Roadway (Sta. L[W] 1737+00 to Sta. 1812+42.53)

Clearing and Grubbing	All Required			$ 50,000.00
Ditch Excavation, Unclassified	56	cu.yd.	$5.00	280.00
General Excavation, Unclassified	357,000	cu.yd.	0.75	267,750.00
Slope Bench Excavation, Unclassified	12,200	cu.yd.	10.00	122,000.00
Tunnel Excavation, Unclassified	7,800	cu.yd.	15.00	117,000.00
Finishing Roadbed & Slopes	All Required			3,000.00
Rounding Cutbanks	1,000	lin.ft.	0.25	250.00
Trench Excavation	1,200	cu.yd.	7.00	8,400.00
Special Backfill in Drains	140	cu.yd.	8.00	1,120.00
Furnishing and Placing Topsoil	50	cu.yd.	5.00	250.00
Watering	1,030	M-gal.	3.50	3,605.00
3/4" - 0 Material in Base	3,400	ton	2.25	7,650.00
Plant-mix Stone Base	31,000	ton	2.25	69,750.00
Bituminous Base Mixture	4,900	ton	4.00	19,600.00
Asphalt in Bituminous Base	220	ton	30.00	6,600.00
3/4" - 0 Material in Prime Coat	240	cu.yd.	6.00	1,440.00
RC-250 Asphalt in Prime Coat	34	ton	45.00	1,530.00
Asphalt in Tack Coat	7	ton	60.00	420.00
Class "B" Asphalt Concrete Mixture	9,300	ton	4.35	42,630.00
Asphalt Cement in Mixture	540	ton	30.00	16,200.00
8-inch Reinforced Concrete Pavement	3,100	sq.yd.	6.50	20,150.00
12-inch Culvert Pipe	730	lin.ft.	3.75	2,737.50
18-inch Culvert Pipe	1,600	lin.ft.	5.00	8,000.00
24-inch Culvert Pipe	280	lin.ft.	8.00	2,240.00
36-inch Culvert Pipe	34	lin.ft.	14.50	493.00
6-inch Drain Pipe	170	lin.ft.	2.00	340.00
8-inch Drain Pipe	50	lin.ft.	2.50	125.00
10-inch Drain Pipe	1,820	lin.ft.	3.00	5,460.00
18-inch Culvert End Sections	4	only	40.00	160.00
Concrete Manholes	3	only	375.00	1,125.00
Concrete Inlets, Type C	2	only	100.00	200.00
Concrete Inlets, Type C-1	19	only	100.00	1,900.00
Concrete Inlets, Type C-2M	6	only	150.00	900.00
Concrete Inlets, Type D	1	only	150.00	150.00
Adjusting Manholes	2	only	100.00	200.00
Reconstructing Concrete Manholes	1	only	200.00	200.00
Concrete Curbs	160	cu.yd.	45.00	7,200.00
Concrete Walks	620	sq.yd.	4.50	2,790.00
Extra for A.C. Conc. Ditch Lining	460	sq.yd.	2.00	920.00
Guide Posts, W-1	36	only	8.00	288.00
Guide Posts, Y-2	44	only	8.50	374.00

Guide Posts, Y-3	1 only	$9.00	$ 9.00
Guard Rail	9,200 lin.ft.	2.50	23,000.00
Median Barrier	2,700 lin.ft.	3.75	10,125.00
Type 2 Barricade	350 lin.ft.	4.00	1,400.00
Rail End Pieces	30 only	5.00	150.00
Guard Rail Blocks	900 only	2.00	1,800.00
Extra Guard Rail Posts	50 only	10.00	500.00
Extra for Painting Rails	5,400 lin.ft.	0.15	810.00
Salvaging Guard Rail	500 lin.ft.	1.00	500.00
Salvaging Median Barrier	60 lin.ft.	1.25	75.00
Salvaging Type 2 Barricade	2,300 lin.ft.	1.00	2,300.00
Guard Rail - Salvaged Guard Rail	500 lin.ft.	1.25	625.00
Guard Rail - Salvaged Barricade	600 lin.ft.	1.25	750.00
Median Barrier - Salvaged Median Barrier	60 lin.ft.	1.75	105.00
Median Barrier - Salvaged Barricade	500 lin.ft.	1.75	875.00
Type 2 Barricade - Salvaged Barricade	700 lin.ft.	1.00	700.00
Type 2 Fence	280 rod	9.00	2,520.00
Type 3 Fence	200 rod	25.00	5,000.00
16' Type 2 Single Gate	2 only	100.00	200.00
20' Type 3 Single Gate	1 only	200.00	200.00
Roadside Seeding	4 acre	160.00	640.00
Roadside Mulching	4 acre	200.00	800.00
Grass Seed, Creeping Red Fescue	50 lb.	1.00	50.00
Grass Seed, Chewing Fescue	30 lb.	1.00	30.00
Grass Seed, Perennial Ryegrass	18 lb.	0.50	9.00
Dutch White Clover	14 lb.	1.00	14.00
Inorganic Fertilizer, 10-16-8	18 cwt.	6.00	108.00
Furnishing Field Laboratory Bldg.	All Required		500.00
Retaining Walls and Ditch Liner			
Trench Excavation	3,200 cu.yd.	6.00	19,200.00
Retaining Wall Backfill	90 cu.yd.	6.00	540.00
Class "A" Concrete	800 cu.yd.	90.00	72,000.00
Reinforcement	94,000 lb.	0.14	13,160.00
Metal Parapet Railing	360 lin.ft.	7.00	2,520.00
8-inch Metal Perforated Drain Pipe, 16 gage	140 lin.ft.	4.00	560.00
Special Backfill in Drains	10 cu.yd.	8.00	80.00
Signing			
Sign Support Footings	All Required		920.00
Pipe Sign Posts	All Required		3,150.00
Single Sign Supports	All Required		1,730.00
Painted Wood Sign Posts	All Required		470.00
Type "A" Signs in Place	472 sq.ft.	7.50	3,540.00
Type "C" and "D" Signs in Place	97 sq.ft.	5.00	485.00
Type "E", "F" and "G" Signs in Place	52 sq.ft.	5.50	286.00

Illumination			
Roadway Illumination Installation, Complete	All Required		$59,000.00
			$1,026,863.50
Flagging (37½% of Contractors Cost)	All Required		$ 10,000.00
Striping	All Required		500.00
Relocate Park Facilities	All Required		300.00
Remove Fire Hydrant	All Required		100.00
Relocate Water Line	All Required		200.00
Railroad Protective Costs	All Required		40,000.00
Relocate Railroad Communication and Signal Lines	All Required		6,000.00
			$ 57,100.00
Utility			
Work by Pacific N.W. Bell	All Required		$ 2,500.00
Subtotal			$1,086,463.50
10% Engr. & Contr.			108,645.50
Total			$1,195,109.00

Type Code X331
Eagle Creek Viaduct, Bridge No. 9382 (Sta. 1748+80 to Sta. 1776+17)

Shoring, Cribbing, Etc.	All Required		$ 80,000.00
Structural Excavation	3,800 cu.yd.	$10.00	38,000.00
Structural Excavation, Below Elevation Shown	400 cu.yd.	15.00	6,000.00
Special Footing Backfill	500 cu.yd.	8.00	4,000.00
Furnish 10 BP 42 Steel Piling	26,015 lin.ft.	5.00	130,075.00
Drive Steel Piles	529 only	80.00	42,320.00
Splice Steel Piles	130 only	40.00	5,200.00
Class "A" Concrete (6,751 cu.yd. @ $90.00)	All Required		607,590.00
Seal Concrete	200 cu.yd.	40.00	8,000.00
Class "B" Concrete	30 cu.yd.	75.00	2,250.00
Reinforcement (1,348,100 lbs. @ $0.14)	All Required		188,734.00
Structural Steel (2,611,000 lbs. @ $0.34)	All Required		887,740.00
Stress Rod Units	140 lin.ft.	30.00	4,200.00
Metal Parapet Railing	5,475 lin.ft.	7.00	38,325.00
Grouted Riprap	160 sq.yd.	10.00	1,600.00
6-inch Metal Perforated Drain Pipe, 18 gage	140 lin.ft.	3.00	420.00
8-inch Metal Unperforated Drain Pipe, 16 gage, Type "A" Coating	480 lin.ft.	4.00	1,920.00

12-inch Metal Unperforated Drain Pipe, 16 gage, Type "A" Coating	30	lin.ft.	$5.00	$ 150.00
Special Backfill in Drains	10	cu.yd.	8.00	80.00
4-inch Standard Steel Pipe	200	lin.ft.	8.00	1,600.00
8-inch Standard Steel Pipe	460	lin.ft.	12.00	5,520.00
10-inch Standard Steel Pipe	500	lin.ft.	16.00	8,000.00
Treated Timber Bent Protection	All	Required		1,000.00
				$2,062,724.00

Type Code X131
Ruckel Creek UPRR No. 9377 (Sta. 1791+24 to Sta. 1800+44)

Shoring Cribbing, Etc.	All	Required		$ 25,000.00
Structural Excavation	1,400	cu.yd.	10.00	14,000.00
Structural Excavation, Below Elevation Shown	140	cu.yd.	15.00	2,100.00
Furnish 10 BP 42 Steel Piling	11,245	lin.ft.	5.00	56,225.00
Drive Steel Piles	198	only	80.00	15,840.00
Splice Steel Piles	50	only	40.00	2,000.00
Class "A" Concrete (2,025 C.Y. @ $90.00)	All	Required		182,250.00
80' to 85' Type 4 Prestressed Beams	6	only	2,400.00	14,400.00
85' to 90' Type 4 Prestressed Beams	22	only	2,500.00	55,000.00
Reinforcement (370,000 lbs. @ $0.14)	All	Required		51,800.00
Structural Steel (392,100 lbs. @ $0.34)	All	Required		133,314.00
Metal Parapet Railing	1,840	lin.ft.	7.00	12,880.00
8-inch Metal Unperforated Drain Pipe, 16 gage, Type "A" Coating	90	lin.ft.	4.00	360.00
4-inch Standard Steel Pipe	40	lin.ft.	8.00	320.00
6-inch Standard Steel Pipe	110	lin.ft.	10.00	1,100.00
				$ 566,589.00

Type Code X031
Eagle Creek Bridge Reconst. No. 2063-A (Sta. 1772+39.27 to Sta. 1777+05.19)

Eagle Creek Bridge Removal Work	All	Required		$ 60,000.00
Shoring, Cribbing, Etc.	All	Required		2,000.00
Structural Excavation	160	cu.yd.	$8.00	1,280.00
Structural Excavation, Below Elevation Shown	20	cu.yd.	15.00	300.00
Class "A" Concrete (667 cu.yd. @ $90.00)	All	Required		60,030.00
Reinforcement (131,200 lbs. @ $0.14)	All	Required		18,368.00
Structural Steel (592,500 lbs. @ $0.34)	All	Required		201,450.00
Metal Parapet Railing	930	lin.ft.	7.00	6,510.00
				$ 349,938.00

Type Code X999
Tooth Rock Tunnel Reconst. No. 4555-A (Sta. 1754+41.9 to Sta. 1764+11.8)

Partial Viaduct and Walls Removal Work	All Required			$ 7,000.00
Remodel Tooth Rock Tunnel Portals	All Required			5,000.00
Stone Facing and Parapet	All Required			2,500.00
Shoring, Cribbing, Etc.	All Required			3,000.00
Structural Excavation	240 cu.yd.	$10.00		2,400.00
Structural Excavation, Below Elevation Shown	20 cu.yd.	15.00		300.00
Class "A" Concrete	110 cu.yd.	90.00		9,900.00
Reinforcement	21,000 lb.	0.14		2,940.00
Painting Tooth Rock Tunnel	All Required			25,000.00
Tunnel Drain	280 lin.ft.	5.00		1,400.00
				$ 59,440.00
				$3,038,691.00
Patch and Seal Tunnel Cracks	All Required			2,000.00
Arch Rings	All Required			3,000.00
Repair Balustrade	All Required			500.00
				$ 5,500.00
Subtotal				$3,044,191.00
10% Engr. & Contr.				304,419.00
Total				$3,348,610.00
Salvage Credit for Eagle Cr. Bridge	All Required			10,660.00
				$3,337,950.00

Length of Roadway - - - - - - - - - - - - - 0.736 mile
Length of Structures (2) - - - - - - - - - 0.693 mile
Total - 1.429 miles
Cost of Roadway Per Mile - - - - - - - - - $1,623,789.40

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,195,109.00	$1,102,000.00	$ 93,109.00
Structures	3,337,950.00	3,079,000.00	258,950.00
	$4,533,059.00	$4,181,000.00	$ 352,059.00

BONNEVILLE-HOOD RIVER CO. LINE SECTION

Prestressed Beam Quantities

Ruckel Cr. U.P.R.R. O'xing

80' to 85' Type 4 Prestressed Beams

Overhead	All Required			$ 400.00
Class AA Concrete	18.1 cu.yd.	$50.00		905.00
Metal Reinforcement	1,320 lb.	0.15		198.00
Prestress Wire	1,810 lb.	0.50		855.00
				$2,358.00
			Use -	$2,400.00

85' to 90' Type 4 Prestressed Beams

Overhead	All Required			$ 400.00
Class AA Concrete	18.7 cu.yd.	$50.00		935.00
Metal Reinforcement	1,390 lb.	0.15		208.50
Prestress Wire	1,985 lb.	0.50		992.50
				$2,536.00
			Use -	$2,500.00

BONNEVILLE-HOOD RIVER COUNTY LINE SECTION

RAILROAD PROTECTIVE COSTS

UNION PACIFIC RAILROAD

Engineer Inspector for 2 yrs., Hdq. - Portland
Full Flagging Crew for 26 weeks, Hdq. - Bonneville

Engineer Inspector, Salary, 24 mo. @ $730	$17,520.00
30% Payroll Additive	5,256.00
Expenses Personnel	756.00
Expense Equipment	4,788.00
Total Engineer Inspector -	$28,320.00

Flagging Crew	
1- Section Foreman $2.94 per hour	$ 3,068.00
2- Section Laborers $2.63 per hour	5,470.00
OT - Foreman	574.00
OT - Laborers	1,026.00
30% Payroll Additive	3.041.00
Expenses Equipment	1,235.00
Total Flagging Crew	$14,414.00
Grand Total - - - - - - - - - - - - - - - - - - -

RECEIVED
APR 14 1970
FOR FILING

I-80N-2(34)
6976

April 14, 1970

The Fidelity & Casualty Co.
of New York
San Francisco Branch Office
160 Pine Street
San Francisco, California 94111

Gentlemen:

Contract No. 6976 awarded to Rogers Construction Company for grading, paving, structures and signing on the Bonneville-Hood River County Line Section of the Columbia River Highway in Multnomah and Hood River Counties was completed on November 26, 1969, and accepted by the Highway Commission on April 13, 1970.

Final payment in the amount of $140,697.37 will be released to the contractor after April 21, 1970. The total contract amount is $5,136,014.04 including $114,383.07 for work performed under force account. We are retaining $2,000.00 to cover estimated final railroad costs chargeable to contractor.

You have been advised previously that a claim has been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

aj

cc Rogers Construction Co.
P. O. Box 16537
Portland, Oregon 97216

Pallett, Fisher & Carlo, Inc.
1001 US National Bank Bldg.
Portland, Oregon 97204

bc Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Herr
L. W. Rulien
J. F. Putnam

RECEIVED
APR 14 1970
FOR FILING

I-80N-2(34)38
6776

April 13, 1970

Oregon State Highway Commission

Gentlemen:

Work was completed November 26, 1969, on Contract No. 6976. The contract was with Rogers Construction Company and was for grading, paving, structures and signing on the Bonneville-Hood River County Line Section of the Columbia River Highway in Multnomah and Hood River Counties.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective April 13, 1970, and that you concur in this procedure at the Commission meeting on April 21.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
Tom Edwards
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
V. E. Skoog
F. D. Morgan
Ivan Marchant
L. H. Young
L. W. Rulien

srb sr

RECEIVED
MAR 4 - 1970
FOR FILING

I-80N-2(34)=8
6976

March 2, 1970

Precision Automotive Service
524 S.E. Main
Portland, Oregon 97214

Attention: Mr. Karl E. Kiefl

Gentlemen:

Thank you for your letter of February 20 advising us that you have received payment in full from McWaters Construction Co.

This appears to be in reference to your claim for parts and labor in the amount of $102.60 which was filed February 5, 1970, with the Secretary of State.

Our records indicate that this is in reference to the Rogers Construction Company Contract No. 6976 for grading, paving, structures and signing on the Bonneville-Hood River County Line Section of the Columbia River Highway in Multnomah and Hood River Counties.

NOTED IN CARD
3-2-70 CR

Very truly yours,

Floyd Quarry, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Reed, Assistant Secretary

CWR:er

cc: The Fidelity & Casualty Company of New York
Pallett, Fisher & Carle, Inc.
Rogers Construction Company

February 20, 1970

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Floyd Query, Secretary

Gentlemen:

This is to acknowledge receipt of payment in full from McWaters Construction Company. Payment was received in my office on February 20, 1970.

We are also sending acknowledgementof payment to The Fidelity and Casualty Co. of New York through Pallett Fisher and Carle, Inc., and are notifing Rogers Construction Company of the receit of this payment and release of the claim on McWaters Construction Company.

Thank you for your help in this matter.

Very truly yours,

Karl E. Kiefl, Owner

Precision Automotive Service
524 S.E. Main
Portland, Oregon 97214

kek/jek

NOTED
FLOYD QUERY

NOTED
C. W. HEAD

RECEIVED
FEB 25 1970
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 10 1970
FOR FILING

Files

Claim 4459

FILED
FEB - 5 1970
CLAY MYERS
SECRETARY OF STATE

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

February 4, 1970

Precision Auto Service
524 S.E. Main
Portland, Oregon 97214

Attention: Karl E. Kiefl

Gentlemen:

This is to acknowledge receipt of a copy of your letter of December 30 and attached statement addressed to Mr. R. O. Cunningham, Highway Resident Bridge Engineer, which states that McWaters Construction Company owes you $102.60 for parts and labor.

We also acknowledge receipt of a copy of a letter dated January 5 to Rogers Construction Company from R. O. Cunningham, Highway Resident Bridge Engineer, concerning your bill.

From the description given in these letters, this appears to be in reference to Rogers Construction Company Contract No. 6976 for grading, paving, structures, and signing on the Bonneville-Hood River County Line Section of the Columbia River Highway in Multnomah and Hood River Counties.

The Fidelity and Casualty Company of New York through Pallett, Fisher & Carlo, Inc., 1001 U.S. National Bank Building, Portland, furnished the performance bond on this contract which is given to assure completion of the contract and payment of all bills incurred in it. We will advise them of the receipt of your claim, and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

RECEIVED
FEB 6 1970
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD
2-6-70 CB

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

cc: The Fidelity and Casualty Co. of New York
Pallett, Fisher & Carlo, Inc.
Rogers Construction Company
L. W. Rulien
Commission
Hon. Clay Myers - Please acknowledge receipt of this claim on the enclosed copy of this letter.

FORM E-20 SSM 10-68 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

7941 S.E. Johnson Cr. Blvd.
Portland, Oregon 97206
January 5, 1970

To: Mr. L.W. Rulien
Division Engineer
P.O. Box 02157
Portland, Oregon 97202

SUBJECT: Bonneville-Hood River County Line
Multnomah & Hood River Counties
Columbia River Highway
Contract No. 6976
Unsatisfied claim for labor & materials

I have enclosed a copy of a billing from Precision Auto Service against McWaters Construction Co (a subcontractor on the subject project). Also enclosed is a letter from Precision Auto and a copy of a letter which I wrote to Rogers Construction Company, (Prime Contractor on the subject project). As per our phone conversation of this date, I am turning the matter over to you. I will be closing this office's file on this project in the near future and it would be expedient for State personnel to contact Rogers Construction Co. directly concerning this matter.

Respectfully

R.O. Cunningham
Resident Bridge Engineer

ROC:kjd

cc: file

RECEIVED
JAN 23 1970
BRIDGE DIVISION

☐ DE ☐ ADE ☐ ADE ☐ OE
JAN 6 1970
☐ TE ☐ UE ☐ DES

OREGON STATE
HIGHWAY DEPARTMENT

7941 S.E. Johnson Cr. Blvd.
Portland, Oregon 97206

January 5, 1970

Subj: Bonneville-Hood River County Line
Multnomah & Hood River Counties
Columbia River Highway
Contract No. 6976
Billing against McWaters Construction Co.

Rogers Construction Company
11760 N.E. Glisan St.
Portland, Oregon 97220

Attn: Mr. Charles McInroe

I am enclosing copies of a bill and letter from Precision Auto Service in which they claim an unpaid bill by your sub-contractor on the subject project. We discussed this by phone January 5, 1970 and later the same day, Mr. Ferris and I had a conversation on the same subject. Mr. Ferris stated that he had called McWaters and that McWaters: (No. 1) did not feel that it was a jurt billing, and (No. 2) that the bill had nothing to do with the subject project.

For your information, Bob Crain, who signed the bill, was an employee of McWaters Construction Company. Also, contract work was still in progress on the project on 11-22-69.

In accord with par 7-33 of the standard specifications, I will forward the information I have received from Precision Auto Service, to Mr. Rulien, Division Engineer, for his processing. I will request that State personnel contact your organization directly in the future handling of this matter rather than route the correspondence through this office.

Respectfully,

R.O. Cunningham
Resident Bridge Engineer

ROC:kjd

cc: Mr. L.W. Rulien

December 30, 1969

R. C. Cunningham
State Highway Dept.
7941 SE Johnson Creek Blvd.
Portland, Oregon

Dear Mr. Cunningham:

This letter is inregard to the conversation we had as to payment of a bill owed to me by Mcwaters Construction Company.

I would appreciate any help you could offer in the collection of this bill.

Mr. Mcwaters has been informed by a telephone call and by letter as to the steps I will take to collect this outstanding bill.

Thank You for your co-operation in this matter.

Sincerely,

Karl E. Kiefl.

Precision Automotive Service

Enclosed is a copy of the repair order.

kek/jck

PRECISION AUTO SERVICE No. 6336

524 S. E. Main
Ph. 236-3852 Portland, Ore. 97214

Name Mc WATERS CONSTRUCTION CO. MESA ARIZ.
Address
Phone No. Date 11-22-69
Speedometer Reading 80535 Serial No.

MAKE AND MODEL	LICENSE NO. AND STATE	MOTOR NO.
55 Ford F600	T222917	

LUBRICATE ☐ CHANGE OIL ☐ FLUSH TRANS. ☐ FLUSH DIFF. ☐ WASH ☐ POLISH ☐

QUAN	PART NO.	NAME OF PART	LIST AMOUNT		LIST	
8	BF12	PLUGS	8	00	10	00
1	DP5	POINTS	3	20	3	50
1	C-3	COND	1	20	1	30
1	D-1	ROTOR		55		75
8/10		PLUG WIRE	6	00	8	10
10		TERMINALS	1	50	2	20
10		BOOTS	1	50	2	20
7		Resistor	3	75	4	30
4	3/4	Hose Clamps	1	20	1	40
1	2"	" Clamps		50		65
2		Rad Hoses	50	ea	75	00
1		Rad Heater	12	50	15	00
2		Muffler Clamps		80	1	00
6	Nut	Bolts		50		65
			92	10	126	75

Replace two doors
Replace Door Glass - Both Sides
Replace Window Risers Both Sides
Replace Heater 8 00
Clean Heater 18 50
Replace plug wires 8 00

TOTAL PARTS	92 10
Gals. Gas @	
Qts. Oil @	
Lbs. Grease @	
Total Gas-Oil-Grease	

ACCESSORIES	AMOUNT	F. S.
Paid Credit		
Bal		
Total Accessories		

Total Labor	50 50
Total Parts	92 10
Gas, Oil, Grease	40 00 X
Accessories	X
Tires, Tubes	102 60
Outside Work	
TOTAL	
TAX	
TOTAL AMOUNT	142 60

I hereby authorize the above repair work to be done along with the necessary material, and hereby grant you and/or your employees permission to operate the car, truck or vehicle herein described on streets, highways or elsewhere for the purpose of testing and/or inspection. An express mechanic's lien is hereby acknowledged on above car, truck or vehicle to secure the amount of repairs thereto.

Work Authorized by X Bob Crain Date Promised
Delivered to Date Delivered 11-23-69

OFFICE COPY

45 479

DEPT. OF
JAN 27 1970

FOR FILING

I-84 N-2(34)3X
6976

December 30, 1969

Rogers Construction Company
P. O. Box 16537
Portland, Oregon 97216

Gentlemen:

The State Highway Commission at its meeting on December 23, 1969, considered your request for an additional 75 calendar days on Contract No. 6976 for work on the Bonneville-Hood River County Line Section of the Columbia River Highway in Multnomah and Hood River Counties.

The Commission granted you an extension of 55 calendar days, to the date of completion, without assessment of liquidated damages.

Very truly yours,

Floyd Oney, Secretary
OREGON STATE HIGHWAY COMMISSION

fm
cc F. D. Morgan
Ivan Merchant
V. E. Skoog
L. W. Bolles
Robert Cunningham
Bureau of Public Roads

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6976 Contractor Rodgers Construction Company

Highway Columbia River

Section Bonneville-Hood River County Line

Kind of Work Grading, Paving & Structures

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Contractor's operations were delayed 23 days due to plan changes, 15 days because of inclement weather and 25 days because of extra work added for a total of 63 days. Overrun in time is 55 calendar days. Grant 55 days without assessment of liquidated damages.

Recommended for Approval:

Division Engineer

Bridge Engineer

State Highway Engineer

Contract No.	6976
Project designation	I-80N-2(34)38 (State-Federal)
Date awarded	March 17, 1967
Work started	April 12, 1967
Per cent completed	100% (Date) November 26, 1969
No. of Workdays Allowed	915 *
No. of Workdays Used	970
No. of Added Workdays Requested	55

* includes 115 days extension previously granted

E-220 (Rev.)—8M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date September 25, 1969

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 915 days to 990 days, within which to complete our Contract No. 6976, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

35 days due to plan changes - letter of April 12, 1967, and two (2) letters dated November 8, 1967.
15 days due to weather delay as a result of steel strike-letter of April 30, 1969.
25 days due to Extra Work asked for by Oregon State Highway Dept.-letter of September 25, 1969.
75 days

Respectfully submitted,

ROGERS CONSTRUCTION CO.
Contractor

By Chas McInroe
Chas. R. McInroe

CONSENT OF SURETY

Date SEP 2 0 1969, 19

We, THE FIDELITY AND CASUALTY COMPANY OF NEW YORK

, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Frederick Hoyes
FREDERICK HOYES Attorney-in-fact

(SEAL)

Resident Agent

I-20N-2(34)38 1-271

Const C

FORM E-1 (REV 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Bonneville-Hood River County Line Section	WEEK ENDING: December 26, 1969	
	SECTION PREFIX: 626-1079	
HIGHWAY: Columbia River	COUNTY: Multnomah & Hood River	
NAME OF JOB: Bonneville-Hood River County Line	KIND OF WORK: Grading, Paving, Structures, Signing, Illumination	
CONTRACTOR: Rogers Construction Company	CONTRACT NUMBER: 6976	FEDERAL AID PROJECT NUMBER: I-80N-2(34)38
DATE OF CONTRACT: March 17, 1967	DATE WORK STARTED: April 12, 1967	ESTIMATED COMPLETION DATE: November 30, 1969
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS: 800 + 115	WORK DAYS USED / CALENDAR DAYS USED: 970
PROJECT AUTHORIZATION: $5,717,675.25	SPECIFIED COMPLETION DATE: - - - -	PERCENT OF TIME ELAPSED: 106%
EXCLUSIVE OF ENGINEERING: $5,311,085.01	ENGINEERING AUTHORIZATION: $464,022.77	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $5,333,595.85	ENGINEERING COST TO DATE: $458,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 93%
ESTIMATED PERCENT: OVERRUN 0.4 %	PERCENT OF AUTHORIZATION: 98.7%	DATE PROJECT WAS COMPLETED: December 18, 1969

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100%	100%	100%	100%	100%	100%		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.35	1.35	(Guardrail)		1.35
MILES PARTIALLY COMPLETED	1.35	1.35			1.35
MILES COMPLETED	1.35	1.35			1.35
TOTAL ESTIMATED QUANTITIES (CONTRACT)	381,000	40,500 T		5,000 T	11,200 T
TOTAL QUANTITIES CORRECTED TO DATE	379,021.9	29,020 T		4,430 T	13,880 T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	379,021.9	29,020 T	100%	4,430 T	13,880 T
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	9382	9377	2063 A	4555 A	Ret. Walls	Sign	Illum.	
PERCENT	100%	100%	100%	100%	100%	100%	100%	

	WEATHER	Calendar WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
December SUNDAY 20	Partly Cloudy	0		
MONDAY 22	Rain	0		
TUESDAY 23	Rain	0		
WEDNESDAY 24	Rain	0		
THURSDAY 25	Rain	0		
FRIDAY 26	Partly Cloudy	0		
SATURDAY 27	Cloudy, Showers	0		

RECEIVED
DEC 29 1969
BUREAU OF ...
DIVISION

NOTED
R. D. ...

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

December SUNDAY 21	No Activity
MONDAY 22	No Activity
TUESDAY 23	No Activity
24 WEDNESDAY	No Activity
THURSDAY 25	No Activity
FRIDAY 26	No Actitity
SATURDAY 20	No Activity

STATUS OF PROJECT: **REMARKS**

All Bid Items are complete on this project and the third notification has been sent in.

Anticipatel:
The fi nal estimate for the project.

SIGNED R.O. Cunningham LOCATION Portland

R.O. Cunningham, Res. Dr. Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP7E1S

STATE COPY

Form A-1st—60

I-80N-2(34)38

RECEIVED FEB 18 1970 OFFICE OF HIGHWAY

STATE FORCES NOT INVOLVED

6976

G-1P

APPROVED EFFECTIVE DATE 12/18/69
Contingent upon modification of project agreement if additional funds are required

BY _____

TITLE Dist. Engineer

DATE FEB 19 1970

OREGON STATE HIGHWAY DEPARTMENT
Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. ~~14~~ 15

U. S. BUREAU OF PUBLIC ROADS

Project Name Bonneville-Hood River County Line ✓ Date December 19, 1969 ✓

Highway Columbia River ✓ Contract No. 6976 ✓ F. A. Project No. I-80N-2(34)38 ✓

County Multnomah & Hood River ✓ Prefix 626-1079 ✓ Account No. 262-~~13~~ 15 ✓

Description of Work To Be Done:

Employ a firm of specialists to place epoxy patches at the joints of the Eagle Creek Viaduct to level out the traveled surface of the roadway. This work is to be accomplished in the early summer of 1970 to get warm weather in which to cure the epoxy.

Location by Station Numbers:

L^W sta; 1748 +48 to 1777 + 00

Estimate of Quantities and Costs:

~~700~~ 150 cu. ft. epoxy material @ $30.00/cu.ft.	$ ~~3,000.00~~	1500 ✓ B.
~~500~~ 125 ft. iron mortar dam	~~100.00~~	25 B.
Construction signing	1,000.00	
Labor ~~960~~ 240 manhours @ $7.00/hr	~~6,720.00~~	1680 B.
Estimated Total	$~~10,820.00~~	4205 B.

Explanation:

The beams did not deflect according to the camber diagram and it is necessary to fill the dips in the traveled roadway.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$5,717,675.25 ✓
Present estimate of project cost, including $~~10,320.00~~ 4205 ✓ for work under this order	$5,814,465.25
Expected ~~xxxxxx~~ over-run (amount)	$96,790.00
Expected under-run / over-run (per cent)	

Space to right of this line is for use of Salem Office ✓

Submitted by: R. O. Cunningham
R. O. Cunningham, Resident Engineer

Approval Recommended: _____
Construction Engineer or Bridge Engineer

Approval Recommended: _____
Division Engineer

Approved: _____
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.
Construction

2-18-70

RECEIVED
DEC 19 1969
FOR FILING

I-84(11)-2(34)34
6176

December 17, 1969

Oregon State Highway Commission

Gentlemen:

Request for Extension of Time
No. 5
December 23, 1969 meeting

Rogers Construction Company, contractor for the Troutdale-Hood River County Line Section of I-80N in Multnomah and Hood River Counties, Contract No. 6976, has requested an additional 75 calendar days to complete the work without assessment of liquidated damages. The contractor contends that plan changes, inclement weather, and extra work added to the contract prevented completion of the work within the time allotted.

This contract was awarded March 17, 1967, and allotted 800 calendar days to complete the work, which forecast a completion date of June 9, 1969. Commission action of July 8, 1969, granted the contractor an additional 115 calendar days without assessment of liquidated damages because of a strike in the fabricating shop which was furnishing the structural steel. The 115 additional days granted adjusted the completion date to October 2, 1969.

The section was opened to traffic October 28, 1969, with 941 calendar days charged and was completed November 26, 1969, with 970 calendar days charged. This is an overrun of 55 calendar days.

The contractor's operations were delayed 23 days due to plan changes, 13 days when inclement weather prevented the performance of satisfactory work, and 25 days due to extra work added to the contract

This warrants an extension of 63 days without assessment of liquidated damages. The overrun in time is 55 days. I recommend that the contractor be granted an extension of 55 calendar days without assessment of liquidated damages. This waives all liquidated damages.

This is a Federal Aid Project and we have the concurrence of the Bureau of Public Roads.

This matter will be on the agenda for your consideration at the December 23 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Quary
R. L. Porter
Tom Edwards
V. D. Wolfe
Ivan Merchant
F. D. Morgan
V. E. Skoog
L. W. Rulien

CAG:jf sr

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6976 Contractor Rodgers Construction Company

Highway Columbia River

Section Bonneville-Hood River County Line

Kind of Work Grading, Paving & Structures

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Contractor's operations were delayed 23 days due to plan changes, 15 days because of inclement weather and 25 days because of extra work added for a total of 63 days. Overrun in time is 55 calendar days. Grant 55 days without assessment of liquidated damages.

Recommended for Approval:

Division Engineer

~~Construction Engineer~~ or Bridge Engineer

State Highway Engineer

Contract No.	6976
Project designation	~~Fed.~~ I-80N-2(34)38
	State-Federal
Date awarded	~~March 17, 1967~~
Work started	~~April 12, 1967~~
Per cent completed	~~93%~~ 100% November 26, 1969
	Date
No. of Workdays Allowed	~~915~~ 915 *
No. of Workdays Used	~~915 to Oct 1, 1969~~ 970
No. of Added Workdays Requested	~~75~~ 55

* includes 115 days extension previously granted

—330 (Rev.)—6M—10-67

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date September 25, 1969

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 915 days to 990 days, within which to complete our Contract No. 6976, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: 35 days due to plan changes - letter of April 12, 1967, and two (2) letters dated November 8, 1967.
15 days due to weather delay as a result of steel strike-letter of April 30, 1969.
25 days due to Extra Work asked for by Oregon State Highway Dept.-letter of September 25, 1969.
75 days

Respectfully submitted,

ROGERS CONSTRUCTION CO.
Contractor

By Chas McInroe
Chas. R. McInroe

CONSENT OF SURETY

Date SEP 29 1969, 19....

We, THE FIDELITY AND CASUALTY COMPANY OF NEW YORK

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Frederick Hoyes
FREDERICK HOYES Attorney-in-fact

(SEAL)

Resident Agent

W. RAY ROGERS • DONA ROGERS • GENERAL CONTRACTORS • Tel. 503 -5817

ROGERS

CONSTRUCTION CO.
11760 N. E. GLISAN STREET
POST OFFICE BOX 16537
PORTLAND, OREGON 97216

September 25, 1969

Mr. Robert O. Cunningham
Resident Bridge Engineer
Oregon State Highway Department
7941 S.E. Johnson Creek Blvd.
Portland, Oregon 97206

Re: Bonneville-Hood River Co. Line Section
Time Extension - Extra Work Orders - 25 days
Contract No. 6976

Dear Mr. Cunningham:

To support our attached request for increase in number of workdays to complete Contract 6976, we respectfully call to your attention the amount of Extra Work the Contractor has been asked to do.

The Contract Payment Voucher for the work accomplished thru September 5, 1969 paid for total Price Agreement Items amounting to $76,743.90, and Force Account Items totaling $105,688.08. The combined figures at this point in time have increased our original contract amount by some 3½%, with further acknowledgment that a great deal of work of this nature is to be accomplished during September, October and November.

The additional work has, to a degree, interferred with job programming andhas caused numerous delays.

We therefore ask your investigation into the area that the extra work we have accomplished, and must in the future accomplish, warrant our justification in requesting that an increase of 25 workdays be granted.

Very truly yours,

ROGERS CONSTRUCTION CO.

Chas. R. McInroe
General Superintendent

CRMcI:FAF:ec
Attachment

April 30, 1969

Mr. Charles O. Fredrickson
Resident Engineer
Oregon State Highway Department
7941 S.E. Johnson Creek Blvd.
Portland, Oregon 97206

Subject: Bonneville-Hood River Co. Line
Contract 6976 - Our 165
Extension of Time

Dear Mr. Fredrickson:

We wish to make a formal request for an extension of time to complete the above contract.

To date, we have 40 calendar days remaining to finish the work and due to the steel strike conditions and considerable changes of plans, we are not going to be able to complete in the remaining calendar days.

The above request is based on the steel strike between the dates of April 3 and July 22, 1968, a total of 115 days. In addition to the strike, due to the many changes in designs and plans prior to the strike period, our steel supplier has asked us for an additional total of 35 days for these changes.

Also due to the strike, it was impossible for us to pour concrete between December 27, 1968 and February 12, 1969 for a time loss of 47 days.

We respectfully request an additional 150 days in which to complete this contract and are enclosing the Consent of Surety for this extension.

Very truly yours,

ROGERS CONSTRUCTION CO.

W. R. Rogers

CMcI:WRR:ec
Enclosure

CIRCLE I BRAND STEEL PRODUCTS
Isaacson STRUCTURAL STEEL COMPANY
division of ISAACSON Corporation
CABLE ADDRESS "ISAACSON" SINCE 1907
AREA CODE 206/ROckwell 2-2880 ☆ 8501 EAST MARGINAL WAY SOUTH ☆ POST OFFICE BOX 3625 Seattle, WASHINGTON 98124

November 8, 1967

Rogers Construction Co.
11760 N. E. Glisan
Portland, Oregon

Attention: Mr. Charles McInroe

Reference: Design Revision to
Ruckel Creek Bridge
Our 6709

Gentlemen:

The original design drawing no. 21457 shows horizontal bracing plates field welded to both the longitudinal and cross girders, a situation which could not exist. Mr. Morse, our Chief Engineer, contacted Ted Roake of the Oregon State Highway Department and drawing B-247 was issued showing the new details. The revision involved welding gussets to the end connection angles and moving stiffeners. This caused us to revise our detail drawings 1, 2, 3, 4, and 5, and add a new detail drawing, no. 28.

Our cost for this revision involves redetailing time in the amount of 32 hours @ $8.50 an hour = $272.00

The added material amounts to 200# @ $11.52/cwt. = 23.04

Our shop labor and overhead amounts to 6 hours @ $8.75/hr = 52.50

When initial detailing of this structure began, work proceeded in accordance with data provided. However, as work progressed it became evident that dimensions and locations did not check out for spans 5, 6, 7, and 8. This again was brought to the attention of Mr. Ted Roake by Mr. Morse by telephone conversation. We, then, were provided with the necessary correct survey dimension angles and locations that would allow us to proceed with the proper details.

Our detailing subcontractor has billed us on the basis of 56 man hours due to rework of detail drawings and calculations that were subsequently voided because of this revision. Our cost for this item amounts to 46 hours at $8.50 per man hour = 476.00

Will you please issue a Change Order in the amount of $823.54 for the above listed design revision.

Very truly yours,

ISAACSON STRUCTURAL STEEL COMPANY

R. K. Uht
Contract Manager

RKU:db

165

Isaacson STRUCTURAL STEEL COMPANY
division of ISAACSON Corporation

AREA CODE 206/ROckwell 2-2880 ☆ 8501 EAST MARGINAL WAY SOUTH ☆ POST OFFICE BOX 3625 Seattle, WASHINGTON 98124

November 8, 1967

Rogers Construction Co.
11760 N. E. Glisan
Portland, Oregon

Attention: Mr. Charles McInroe

Reference: Design Revisions to
Ruckel Creek Bridge
Our 6709

Gentlemen:

In the latter part of September we were notified to proceed with additional welding due to a design revision requirement by the Oregon State Highway Commission. This revision involved the addition of 2" of 1/4" weld on the stiffeners where it intersects with the under side of the top flange. There are 33 girders involved and 441 separate locations for this weld.

At the time of this notification to do this extra work we had girders in various stages of completion. This involved moving material back from the paint yard, correction of camber caused by distortion due to heat input, and all girders due to this welding had to be positioned for down-hand welding. This caused rotation of all girders as a separate operation in our fabrication that did not exist before. The total weight of girders involved is 40,386#. Our costs are as follows:

Material	$20.00
Welding labor - 50 hrs @ $10.00/hr	500.00
Revising details - 10 hrs @ $8.50/hr	85.00
Additional handling 33 girders - 100 hrs @ $8.75/hr	875.00
Reworking camber calculations	100.00
Reworking one girder that was complete prior to this change. On this girder the new weld did change the existing camber.	200.00
	$1780.00
10% Mark Up	178.00
Total	$1958.00

Will you please issue a Change Order to our contract for the above amount to cover our costs for this design revision.

Very truly yours,

ISAACSON STRUCTURAL STEEL COMPANY

R. K. Uht
Contract Manager

RKU:db

April 12, 1967

Mr. George N. Hopkins
Resident Bridge Engineer
Oregon State Highway Dept.
7941 S.E. Johnson Creek Blvd.
Portland, Oregon 97206

Re: Bonneville-Hood River
Line Section-Columbia River Highway
Plan Revisions-Contract No. 6976

Dear Mr. Hopkins:

Please refer to your letter of April 7, 1967, which transmittes revised copies of the following drawings on referenced contract:

No.	21455	No.	21549 through	21555	No. 22659
No.	21456	No.	21557 through	21560	
No.	21458	No.	21563 through	21566	
No.	21461	No.	21572 through	21574	
No.	21463	No.	21576		

We also refer to the note which accompanied these drawings, which advised the following drawings had been omitted for revision:

No.	21609	Eagle Creek Bridge - Plan & Elevation
No.	22483	Ruckel Creek Bridge- Plan & Elevation
No.	21545	Eagle Creek viaduct- Footing Plan
No.	21569	Eagle Creek viaduct- Deck Joint Detail
No.	21571	Eagle Creek viaduct- Bent 4 & 7

Copies of the revised drawings have been forwarded to our suppliers, also, the information as to future revision of the omitted drawings. I am sure that you are aware that countless hours of engineering take off and layout have already been expended on the work as prescribed by the original drawings. We have asked our suppliers for revised quotations on all items involved with these changes and you will be notified of these results when they become available.

(CONTINUED)

It will be impossible to complete the evaluation of these changes until we are in receipt of the omitted drawings.

At the Pre-Construction Conference held in your office on March 30,1967, you were advised of our construction schedule on this project, and were given a construction progress chart, which indicated the starting date on various major items of the contract. You are aware that the delays in receiving plans for the Eagle Creek and Ruckel Creek viaducts will seriously delay the construction of this project. Completion of these two structures is the controlling work for the completion of this entire project.

Your Form E-483 "Weekly Statement of Calendar Day Charges", received in this office on April 11, 1967, indicates that calendar days are being charged to this contract on a 100% basis since March 29, 1967. Section 8, paragraph 8-8, of the contract specifications states in part "delays occasioned by errors or changes in the plans or quantities or specifications of the contract shall be considered causes for increasing the contract time specified for the completion of the work.

As indicated herein and which the contractor is sure you are fully aware. The completion of the Eagle Creek and Ruckel Creek viaducts are so important to the completion of the entire project the contractor requests that no calendar days be charged to the contract until the contractor has received all revised drawings on the Eagle Creek and Ruckel Creek structures and has the opportunity to discuss these changes with you.

You may be assured that when all necessary information has been received the contractor will expedite the necessary detail work involved and will proceed with construction of this project hoping for as early a completion date as possible.

We trust this request will be given your immediate attention.

Very truly yours,

ROGERS CONSTRUCTION CO.

George M. Schweizer

GEORGE M. SCHWEIZER

GMS/sal

12-11-69

STATE COPY

RECEIVED
DEC 1969

FORM PR-338 (REV. 3-68)

cc: OSHD(Klaboe)
OSHD(Edwards)
Region Wash DC
Wash DC (James D. Washington)(Direct)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

(Check appropriate box) ☐ Construction Inspection ☒ Final Inspection

gyh

Region No.	Report No.	County	Division
8	20	Multnomah	Oregon
Date of Inspection	**Inspection Made By**		**Project No.**
12-11-69	C. T. Christianson, Area Engineer		I-BRS-2(34)38
In Company With	A. Harwood, Asst Div Engr, OSHD; R. Cunningham, Res Br Engr, OSHD; A. Baer, Asst Br Engr, OSHD; P. O'Neil, Asst Area Engr, BPR		
Quality of Work*	**Progress of Work**	**Time Elapsed**	**Work Completed**
Satisfactory	Satisfactory	99 %	100 %

Report to Include: (1) Scope of Inspection (2) Summary of Findings, Recommendations, and Action Taken.

*(*Not applicable for all Contracts.)*

8017

BONNEVILLE - HOOD RIVER COUNTY LINE SECTION
COLUMBIA RIVER HIGHWAY
Grading, Paving, Structures, and Signing

All contract work on this project has been completed in conformance with contract provisions. The State has obtained a very good job on a difficult section of roadway.

Some deck joints remain rough due to beam deflections being different than that designed. The condition appears to be due to differing deflection and stress results than anticipated during design. The condition is not serious but provides a somewhat rough ride. The field engineering crew has obtained joint profiles and corrective measures are proposed. The joints can be corrected by epoxy patching; however, this work must be performed during warm summer weather conditions. The State was advised that final acceptance of the project would be detained until this work is completed. Since the patching work is not the fault of the contractor and is specialized work, it is considered in the public interest for the State to negotiate the patching under a State Force Order. The Area Engineer advised the State that this method would be given favorable consideration for Federal participation.

Issue Discussed

The remainder of the project is considered Highly Satisfactory and it is appropriate to release the contractor from further obligations.

There were no significant problems with materials and the work conforms to planned dimensions.

RECEIVED
DEC 23 1969
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

RECEIVED
DEC 18 1969
OFFICE OF
STATE HIGHWAY ENGINEER

REPLACES PR-338 3-65 WHICH WILL NOT BE USED.

RECEIVED
DEC 1 1969

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

I-811-2(34)38
6976

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon I-80N-2(34)38
Bonneville-Hood River County Line Section
Columbia River Highway
Contract No. 6976

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: December 9, 1969

In reply refer to: 08-35-DA

By letter dated December 5, 1969, Mr. Edwards requests our concurrence in an extension of time on the subject project in the amount of 63 days. Based on the facts presented in your letter and data contained in your field project files, I concur in your proposed extension.

NOTED
TOM EDWARDS

Copy Meacham
Gallagher
12-12-69

NOTED
TOM EDWARDS

RECEIVED
DEC 12 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 8 1969
FOR FILING

I-80N-2(34)38
6976

December 5, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

Re: Bonneville-Hood River
County Line Section
Contract No. 6976
FAP I-80N-2(34)38

This contract was awarded March 17, 1967 and allotted 800 calendar days to complete the work, which forecast a completion date of June 9, 1969. Commission action of July 8, 1969 granted the contractor an additional 115 calendar days without assessment of liquidated damages because of a strike (April 3, 1967 to July 27, 1967) in the fabricating shop which was furnishing the structural steel for the contract. This action had your approval, per your memo of June 16, 1969 (08-35-DA). The 115 additional days granted adjusted the completion date to October 2, 1969.

The section was opened to traffic October 28, 1969, with 941 calendar days charged and was completed November 26, 1969, with 970 calendar days charged. This is an overrun of 55 calendar days.

The contractor is requesting an additional 35 days due to plan changes, 15 days due to weather delay as a result of the strike and 25 days due to extra work for a total of 75 days without assessment of liquidated damages.

Data pertinent to each of the items of the contractor's request is as follows:

Item 1: 35 days due to plan changes. The contractor refers to a letter of April 12, 1967 in which he

states that he has received 25 drawings of plans with changes and that an additional five drawings are to be sent at a later date. This claim is rejected for time during this period because the contractor has already been granted an extension of time for a strike which ran from April 3, 1967 to July 22, 1967. Therefore, any delay prior to July 22, 1967 has been compensated for.

On August 18, 1967 the steel supplier was notified that all the girders for two spans had to have their lengths changed by three feet ±. This change was apparently completed by September 20, 1967. It is not known exactly how much such a change would delay the work but it is known that it was necessary to redetail the work, cancel the existing material order and to reorder large plates. It is our judgment that such a change would have required seven days' additional time.

On September 20, 1967 the steel supplier was notified that changes were being made which would change the girders he was working on at that time. The supplier received plans for the changes on September 25, 1967 and on September 27, 1967. After that time, it was necessary to modify the existing girders. It appears that it was necessary to make 441 separate welds. It also required that some girders had to be brought back from the paint shop. It would appear that such welding of 33 separate girders, even though it was necessary to move some of them, could be accomplished in five working days or seven calendar days, and the additional work of moving, repainting, etc., could be accomplished in an additional seven days. It is believed that the supplier did not suffer more than a 14-day delay due to this change.

An error was found on Drawing No. 21457 and the subsequent redetailing time was apparently 32 hours. It would appear that the supplier could not have suffered more than a two-day delay due to this change.

In summation, three changes appear to have required additional time of seven days, 14 days and two days. I therefore recommend that the contractor be granted 23 of the 35 days which he has requested.

Item 2: 15 days due to weather delay as a result of steel strike. The contractor states, and our records confirm, that he was unable to place concrete during the period December 27, 1968 to February 12, 1969. The work had been delayed by a strike which caused the contractor to be placing concrete instead of working on the tunnel reconstruction. As a result of the weather, 47 days passed without placing concrete. The contractor has made an allowance for normal winter weather in the amount of 32 days' delay during this period and has claimed 15 days' delay.

It is our opinion that at least 15 days during the period in question had weather severe to the extent that satisfactory work could not be performed. It is also a fact that on several days during the period in question the highway to the project was closed by storms. In view of the fact that the contractor has made an allowance for normal bad weather and has claimed extra time for only the most severe of storms, it is recommended that the contractor be granted 15 additional days.

Item 3: 25 days due to extra work. The contractor states that due to an increase of 3.5 percent in the dollar value of the work he is requesting an increase of 3.1 percent in work days. A review of some of the work which has been performed indicates that most of it would require a normal amount of time for the dollar value involved. In a few cases it would appear that the additional work consumed a great deal more time than would be indicated by the dollar value. It is recommended that the contractor be granted the 25 additional days which he has requested under this item.

The above warrants an extension of 63 days without assessment of liquidated damages. The overrun in time is 55 days. With your concurrence, I propose to recommend to the Highway Commission that the contractor be granted a 55-day extension without assessment of liquidated damages.

Very truly yours,

Forrest Cooper
State Highway Engineer

By ORIGINAL SIGNED TOM EDWARDS for
Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant
L. H. Young

CAG:dh ja

RECEIVED
DEC 2 - 1969
FOR FILING

I-84(1)-2(34)238
6176

Salem, Oregon
December 1, 1969

Contract 6976
Prefix 638-1079

Mr. F. D. Morgan
Construction Engineer

Mr. I. D. Merchant
Bridge Engineer
BUILDING

All work under Contract No. 6976, Bonneville-Hood River County Line Section of the Columbia River Highway in Multnomah and Hood River Counties, was completed November 26, 1969.

We request that your office return a signed copy of this letter indicating acceptance of the contract work or listing any conditions below which would prevent acceptance of the project by the Highway Commission.

Vince Gallagher
Contract Payments Engineer

Construction Division
Bridge Division

Office Endorsement

Date _____

Conditions noted on above date:

Construction Engineer
Bridge Engineer

VG:fw

bc: Roy Alvick
John Jenkins
H. S. Cox

RECEIVED
DEC 22 1969

FOR FILING

OREGON STATE HIGHWAY DIVISION

I-80N-2(34) 38
6976

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

December 1, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 College Street, N.E.
Salem, Oregon 97301

Contract 6976
Prefix 626-1079
FAP I-80N-2(34)38

NO. 1
F. B. KLABOE

Dear Sir:

All work under Contract No. 6976, Bonneville-Hood River County Line Section of the Columbia River Highway in Multnomah and Hood River Counties, was completed on November 26, 1969.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. D. Morgan
Construction Engineer

RECEIVED
DEC 16 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Bureau of Public Roads
Oregon Division Office Endorsement

Date 12-11-69

Conditions noted on above date:

Project has been completed in accordance with contract documents. Project is acceptable with respect to contract work. Additional work is considered necessary over some pin joints on the Eagle Creek Viaduct structure for satisfactory ride characteristics. This work cannot be performed until early next summer.

R. E. Simpson
Division Engineer

for E. E. Flaherty

VG:fw
cc Forrest Cooper
F. D. Morgan

CTC:bk

Form E-204-14

OFFICE OF STATE HIGHWAY ENGINEER

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

APPROVED EFFECTIVE DATE 12/1/69
Contingent upon modification of project agreement if required. Federal funds are

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

BY V. J. Volach
TITLE Dist. Engineer
DATE November 24 19 69

U.S. BUREAU OF PUBLIC ROADS
19 MAR 1970

Project Name Bonneville-Hood River Co. Line — Date November 24, 1969
Highway Columbia River — Contract No. 6970
County Multnomah and Hood River — Prefix 626-1079
Contractor Rogers Construction Company — F. A. Project No. I-80N-2(34) 38
Address 11760 N.E. Glisan St. Portland, Oregon — Order No. 2426

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Construct a bench in the "A" line gore area to provide additional recovery area for out-of-control vehicles.

(See attached sketch map)

Location by station numbers: "A" line gore Sta. 1772

NOTED
F. B. KLABOE

Estimate of quantities and cost:

Labor	$200
Equipment	250
TOTAL	$450

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
The work under this Extra Work Order requires some hand excav. including boulder removal and excavating equipment must operate among several obstacles.

Grading work in this gore area was considered completed.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	~~$5,717,675~~
Present estimate of project cost, including $450.00 for work under this order	$5,798,000
Expected under-run / over-run amount	$ 80,325
Expected under-run / over-run per cent	1.4

Space to right of this line is for use of Salem Office

Submitted by: [signature] Resident Engineer

Approval Recommended: [signature] Division Engineer

Approval Recommended: [signature] Assistant State Highway Engineer

Approved: [signature] Assistant State Highway Engineer Office Engineer

Construction

SP*23377-931

Original to Morgan 3/23/70

Form E-204 (4)

OFFICE OF
STATE HIGHWAY ENGINEER

I-80N-2(34)38
6-4-76

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 2/4/70
Contingent upon receipt of project agreement if application of project funds are required.
BY
TITLE F. J. Volach Dist. Engineer
DATE November 24 19 69

U. S. BUREAU OF PUBLIC ROADS
19 MAR 1970

Project Name Bonneville-Hood River Co. Line
Highway Columbia River
County Multnomah and Hood River
Contractor Rogers Construction Company
Address 11760 N.E. Glisan St. Portland, Oregon

Date November 24 19 69
Contract No. 6770
Prefix 626-1079
F. A. Project No. I-80N-2(34) 38
Order No. 2426

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Construct a bench in the "A" line gore area to provide additional recovery area for out-of-control vehicles.

(See attached sketch map)

Location by station numbers: "A" line gore Sta. 1772

NOTED
F. B. KLABOE

Estimate of quantities and cost:

Labor	$200
Equipment	250
TOTAL	$450

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
The work under this Extra Work Order requires some hand excav. including boulder removal and excavating equipment must operate among several obstacles.

Grading work in this gore area was considered completed.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	~~$5,717,675~~
Present estimate of project cost, including $450.00 for work under this order	$5,798,000
Expected ~~under-run~~ over-run amount	$ 80,325
Expected ~~under-run~~ over-run per cent	1.4

Space to right of this line is for use of Salem Office

5,717,675.25

Submitted by: Resident Engineer

Approval Recommended: Division Engineer

Approval Recommended: Bridge Engineer

Approved: Assistant State Highway Engineer

Construction

SP*23577-734

Original to Morgan 3/23/70

RECEIVED
NOV 17 1969

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

I-80N-2(34)38

TO 6.4.76 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM for R. E. Simpson, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
P.O. Box 300
Salem, Oregon 97308

DATE: November 13, 1969

In reply refer to: 08-35.DA-1

F. D. Klaboe

SUBJECT: Oregon I-80N-2(34)38
Bonneville - Hood River County Line Section
Columbia River Highway
State Force Order No. 13
Total estimated amount of the Order: $941.07
Federal participation: $846.96

Reference is made to your letter dated November 10, 1969, concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.2 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

You requested reimbursement on actual cost basis; however, since we have approved unit prices for this type of work, reimbursement is to be made on an agreed unit price basis. A signed copy of the order is returned herewith.

Attachment

11-17-69
REFERRED TO Warren Wilson
BY ASST. STATE HWY. ENGR

RECEIVED
NOV 14 1969
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. D. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-108—2M

STATE COPY

G-1P

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

APPROVED EFFECTIVE DATE 11-7-69
Contingent upon modification of project agreement if additional funds are required
BY [signature] for Dist. Engineer
TITLE
DATE 18 NOV 1969
U. S. BUREAU OF PUBLIC ROADS

Order No. 13

Project Name Bonneville-Hood River County Line Date October 24, 1969

Highway Columbia River I-80N-2(34)38

County Multnomah and Hood River Contract No. 6976 F. A. Project No.

Prefix 626-1079 Account No. 278-12

Description of Work To Be Done: Permanent striping by State forces

Location by Station Numbers: Station 1727 to Station 1812

Estimate of Quantities and Costs:

Code 2- 4" Beaded Skip Line	3.5 miles	at	$35.50	$124.25
Code 3- Grinding (Burn off tape lines)	8 hours	at	15.00	120.00
Code 4- 4" Beaded Solid Line	0.2 miles	at	68.00	13.60
Code 6- 3" Beaded Solid Shoulder	6.7 miles	at	56.60	379.22
Code 7- Pavt. Legends	8 hours	at	38.00	304.00
			Total	$941.07

Explanation: Contractor is not equipped to do this type of work, whereas State force has specialized equipment and men to do striping economically and efficiently.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$ 5,717,675.25	
Present estimate of project cost, including $941.07 for work under this order	$ 5,807,000	
Expected ~~under-run~~ over-run (amount)	$ 89,325.25	
Expected ~~under-run~~ over-run (per cent)	1.56	

Submitted by [signature] Resident Engineer

Approval Recommended: [signature] Division Engineer

Approval Recommended: [signature] Construction Engineer or the Bridge Engineer

Approved: [signature] Deputy or Assistant State Highway Engineer, Construction Engineer, or Bridge Engineer.

~~This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.~~

State P

RECEIVED
NOV 12 1969
FORM E-30 (12-67)
FOR FILING

Files

T-9-N-2(21)3A
6976

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 31, 1969

RAILROAD COMPANIES
FILE No. 656

SUBJECT:

To:

Mr. Floyd Query
Secretary
State Highway Commission

B U I L D I N G

R-37768
PUX 566 and 567
Supplemental Agreement
Union Pacific Railroad
Bonneville - Hood River
County Line Section
Columbia River Highway
Multnomah County

Attached hereto please find one copy of the above subject agreement. The fully executed duplicate original has been handed to Velda DeGuire in Mr. Saling's office for processing after which it will be forwarded to your office for your permanent records.

Distribution of conformed copies has been made as indicated below.

Jack L. Sollis
JACK L. SOLLIS
Utilities & Railroad Attorney

krk
Attachment
cc: Ivan D. Merchant (1)
F. B. Klaboe (1)
F. D. Morgan (2)
E. S. Hunter (1)
L. W. Rulien (2)
R. N. Chase (3)
V. E. Skoog (1)
E. F. Saling (1)
T. W. Litchfield (1)

Ivan ✓
11-4-69
noted in
agreement
book
Ivan

NOTED
FLOYD QUERY

RECEIVED
NOV 3 1969
OFFICE OF
STATE HIGHWAY ENGINEER

STATE COPY

Form E-20-am

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE
Contingent upon modification of project agreement if additional funds are required

BY E. E. Bowlin

TITLE Dist. Engineer

DATE 1st NOV 1969

Project Name Bonneville - Hood River County Line — Date October 20, 1969 19

U. S. BUREAU OF PUBLIC ROADS

Highway Columbia River — Contract No. 6976

County Multnomah & Hood River — Prefix 626-1079

Contractor Rogers Construction Company — F. A. Project No. I-80N-2(34)38

Address 11760 N.E. Glisan St., Portland, Oregon 97220 — Order No. 22 Supplemental #1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:
Grind, fill and otherwise repair the concrete surfaces of the tunnel walls for approximately 4 feet above the tunnel footing and repair mortar joints to provide a satisfactory surface for painting and a satisfactory finish on stonework. Supply and apply extra paint to the lower portion of the thnnel walls to properly seal the surfaces which were finished on extra work.

Location by station numbers:

L^{e} sta 1754+41.9 through 1767+50.00

NOTED
F. B. KLABOE

Estimate of quantities and cost:

Labor, equipment and material (Original EWO #22).....	$ 3,500.00
Labor, equipment and material (Increase this supplemental).....	1,000.00
Total	$ 4,500.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
The tunnel wall was finished on extra work and painted by contract specifications. There was not enough paint applied to seal the rough surfaces so this work is necessary to obtain a properly sealdd paint film on the lower portion of the tunnel walls.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$5,717,675.25
Present estimate of project cost, including $ 1,000.00 for work under this order	$5,802,145.25
Expected ~~under-run~~ over-run amount	$ 84,470.00
Expected ~~under-run~~ over-run per cent	1.5%

Space to right of this line is for use of Salem Office

11-3-69

Submitted by: R.O. Cunningham
Resident Engineer
R.O. Cunningham, Res. Br. Engr.

Approval Recommended: Division Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approved: Deputy State Highway Engineer, Assistant State Highway Engineer or

Form E-206—5M

RECEIVED
NOV 6 1969
OFFICE OF
STATE HIGHWAY ENGINEER

STATE COPY E-1P

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 5/2/69
Contingent upon modification of project agreement if additional funds are required
BY L. H. Brooks
TITLE Bridge Engineer

DATE October 7 5 NOV 1969 19 69

U. S. BUREAU OF PUBLIC ROADS

Project Name Bonneville-Hood River County Line

Highway Columbia River

County Multnomah- Hood River

Contractor Rogers Construction Company

Address 11760 N. E. Glisan St.; Portland, Oregon 97222

Contract No. 6976

Prefix 626-1079

F. A. Project No. I-80N-2(34)38

Order No. 21 Supplemental # 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Patch and seal tunnel cracks in walls and liner of Tooth Rock Tunnel, prior to painting.

Location by station numbers:

L^e Sta. 1754 + 49.9 through L^e Sta. 1764 + 11.8

NOTE
F. B. KLABO

Estimate of quantities and cost:

As set up in project authorization:

Labor, material and equipment (EWO #21 & Suppl. #1) -	$ 7,500.00
" " " " Increase ----------	2,000.00
Total	$ 9,500.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Work covered under section titled "Painting Tooth Rock Tunnel" pages 41, 42, and 43 of Special Provisions. This increase is because of extra time needed to patch joints that were difficult to seal and the time to grind the joints and cracks, to smooth the sealing material for painting.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 5,717,679.25
Present estimate of project cost, including $ 2,000.00 for work under this order	$ 5,800,525.25
Expected ~~under-run~~ over-run amount	$ 82,850.25
Expected ~~under-run~~ over-run per cent	1.57%

Space to right of this line is for use of Salem Office

Submitted by: R. O. Cunningham
Resident Engineer

Approval Recommended:
Division Engineer

Approval Recommended:
Construction Engineer or Bridge Engineer

Approved:
Deputy State Highway Engineer, Assistant State Highway Engineer or ...

11-6-69

STATE COPY

Form E-208—3M

RECEIVED
OCT 17 1969
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 10-16-69
Contingent upon modification of project agreement if additional funds are required
BY [signature]
TITLE
DATE 16 OCT 1969

U. S. BUREAU OF PUBLIC ROADS

Project Name Bonneville-Hood River County Line — Date September 30, 69
Highway Columbia River — Contract No. 6976
County Multnomah & Hood River — Prefix 626-1079
Contractor Rogers Construction Company — F. A. Project No. I-80N-2(34)38
Address 11760 N.E. Glisan St., Portland, Oregon 97220 — Order No. 25

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:
Cut the Aluminum parapet rail on Ruckel Creek O'xing and Eagle Creek Viaduct and provide an expansion device to allow for thermal expansion. Fabricate the parapet rail for Eagle Creek Bridge Reconstruction to allow for thermal expansion of the structure.

NOTED
F. B. KLABOE

Location by station numbers:
L^W & L^O sta: 1772 to sta: 1800+44

Estimate of quantities and cost:

Cut the existing rail 4 times and provide for expansion.....	$ 600.00
Increased cost of fabricating an expansion device for the rail of Eagle Creek Bridge Reconstruction.....	400.00
Overhead.....	200.00
	$1,200.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
The type of parapet rail was changed after the project was under contract and it is necessary to make allowance for thermal expansion of the structures.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$5,717,675
Present estimate of project cost, including $1,200 for work under this order	$5,799,325
Expected ~~underrun~~ over-run amount	$81,650
Expected [illegible] cent	1.4%

Space to right of this line is for use of Salem Office

Submitted by: R.O. Cunningham — Resident Engineer

Approval Recommended: [signature] — Construction Engineer / Bridge Engineer — 10-17-69

Approval Recommended: [signature] — Division Engineer

Approved: [signature] — Deputy State Highway Engineer / Asst. State Highway Engineer

RECEIVED
SEP 2 1969

FOR FILING

I-8-N-2(4)
6976

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
August 27, 1969

CONSTRUCTION DIVISION

Routing: Price, Lyman, Glenn, Litchfield, Gallagher, Stein

To: Mr. F. D. Morgan
Construction Engineer
Salem

SUBJECT: Vehicle Accidents
8/17/69 and 8/20/69
Bonneville-Hood River County
Line Section
Columbia River Highway
Contract No. 6976

Attached are two accident reports covering two separate accidents on the subject project. The accident on August 17 was a fatal accident, and we have obtained a sheriff's report which is also attached.

There appears to be some confusion regarding this accident in that the sheriff's officer states that the eastbound vehicle crossed into the westbound lanes to the point of impact. When I visited the scene of the accident after the vehicles had been removed, it was my impression, as well as others, that the accident had occurred on the other side of the road. This was concluded from skid marks and debris. In any case, the accident occurred during clear, dry weather, although at night, and was the result of one vehicle crossing the double yellow stripe directly into the path of an oncoming vehicle. A straightline map is attached showing the signing in effect at the time and an investigation made by Mr. Failmezger, division traffic engineer, and myself indicated the signing and striping were adequate and no suggestions are made for change at this time.

The second accident was not covered by a sheriff's accident report and was the result of a left-turning movement by the first vehicle, excessive speed and sideswiping by the second vehicle. A left-turn channelization was provided for this turning movement, and it is difficult to understand how the other vehicle could have concluded that he had passing room available to him. A copy of the sheriff's report will be mailed as soon as we receive it.

L. W. Rulien
Division Engineer

by D. H. Haller, Jr.
D. H. Haller, Jr.
Assistant Division Engineer

NOTED
TOM EDWARDS

DHH:nlb
Encl.
cc: R. O. Cunningham

Porter - Edwards
ASST. STATE HWY. ENGR

(Info thereon to legal) Jfo

RECEIVED
AUG 28 1969
OFFICE OF
STATE HIGHWAY ENGINEER

FORM S-20 8CM 10-68 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

7941 S.E. Johnson Cr. Blvd.
Portland, Oregon 97206
August 19, 1969

To: Mr. L.W. Rulien
Division Engineer
P.O. Box 02157
Portland, Oregon 97202

SUBJECT: Bonneville-Hood River Co. Line
Multnomah & Hood River Counties
Contract No 6976
Columbia River Highway
Fatal Accident Which Occurred
August 17, 1969

Attn: Mr. D.H. Haller, Jr.
Asst. Division Engineer

A fatal accident occurred approximately 12:30 A.M. August 17, 1969 within the limits of the subject project. Multnomah County District Attorney's office has put a hold on the file on all fatal accidents, therefore I am unable to determine some of the circumstances.

I have been told that two vehicles were involved and that the west bound vehicle crossed the centerline. Debris indicated the position of the accident to be just east of the Eagle Creek Viaduct. All signs shown on the photos, which were transmitted August 18, 1969, were in position.

Weather conditions were clear and the pavement was dry at the time of the accident, according to Russel Hunter, Maintenance foreman, Cascade Locks.

It is suggested that our lawyers contact Multnomah County District Attorney if additional information is needed.

I also telephoned Mrs. Butcher of Marsh, McLennan - D.K. MacDonald & Co. and informed her that the accident had occurred.

ROC:kjd

DE ADE ADE OE
AUG 20 1969
TE UE DES

R.O. Cunningham
Resident Bridge Engineer

Accident Aug. 17, 1969
Fatal

Accident Aug. 13, 1969
Fatal

Accident May 22, 1969
1 Car

Accident 4/27/19

Aug. 20, 1969

N

W E

S.

X Accident May 31, 1962

Aug. 20, 1962

OREGON STATE HIGHWAY DEPT.

TEMPORARY SIGNING "LW" DETOUR

BONNEVILLE - HOOD RIVER COUNTY LINE
COLUMBIA RIVER HIGHWAY I-84W-2(13)22
PROJECT F-523-01-7 CONTRACT 5976

DIST 12 1ST SHIFT

Accident Report — Police

STATE OF OREGON ☒ FATAL ☐ INJURY ☐ PROP. DAMAGE

Uniform DEPARTMENT

NO. 69-14126

DATE OF ACCIDENT	TIME OF ACCIDENT	ARRIVED AT SCENE	CITY	COUNTY	SHEET
8-17-69	12 15 ☒ A.M. ☐ P.M.	12 32 ☒ A.M. ☐ P.M.		Multnomah	SHEET 1 OF 1 SHEET(S)

OCCURRED ON (Route Number or Name): 80 N

AT INTERSECTION OF (Route Number or Name):

DO NOT WRITE IN THIS SPACE

IF NOT AT INTERSECTION: ☒ FEET ☐ MILES ☐N ☐S ☒E ☐W OF (Intersecting highway or street, landmark, or house no.) Eagle Creek Bridge MILE POST: 350' 5"

NEAREST CITY: 2½ MILES ☐N ☐S ☐E ☒W OF Cascade Locks

ACCIDENT INVOLVED: ☐ PEDESTRIAN ☐ RR TRAIN ☐ ANIMAL ☐ RAN OFF ROAD ☐ FIXED OBJECT ☐ CITY, COUNTY OR STATE PROPERTY DAMAGED. ☒ OTHER MV ☐ BICYCLE ☐ OVERTURNED IN ROAD ☐ OTHER NON COLLISION ☐ OTHER OBJECT

CODE FOR INJURY (Use only the most serious one in each space for injury)
K - Dead before report made.
A - Visible signs of injury, as bleeding wound or distorted member; or had to be carried from scene.
B - Other visible injury, as bruises, abrasions, swelling, limping, etc.
C - No visible injury but complaint of pain or momentary unconsciousness.
O - No indication of injury.

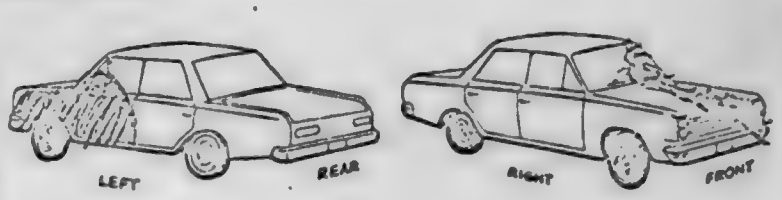
UNIT No. 1 - MOTOR VEHICLE

DRIVER'S FULL NAME (last) (first) (middle): Neighbors, James Franklin
ADDRESS: Gen. Delivery Gothenburg Nebraska
OPERATOR LICENSE NO.: DUP A18-3509
STATE: Nebraska
☒ REGULAR ☐ OTHER
SPECIFY TYPE:
DATE OF BIRTH: 12-10-42
Place an O under SEAT BELT if not installed; X, if installed; XX, if in use.

SEAT POS.	OCCUPANTS' NAMES	OCCUPANTS' ADDRESSES	SEAT BELT	AGE	SEX	INJ.
DRIVER	Neighbors, James Franklin	Gen. Delivery Gothenburg Nebraska	O	26	M	A
FRONT CENTER	Neighbors, Thomas Franklin	Gen. Del. Gothenburg Neb	O	6	M	A
FRONT RIGHT	Neighbors, Daisy Genivia	Gen Del. Gothenburg Neb	O	42	F	C
REAR LEFT	Becker, Judith Mary	1460 W. Market Lima, Ohio	O	23	F	C
REAR CENTER	Rossman, William Bair	3131 S.E. Taloma - Portland, Ore.	O	27	M	A
REAR RIGHT						

VEHICLE MAKE & MODEL: Buick BODY STYLE: 4dr Sdn YEAR: 59
LICENSE PLATE NUMBER: 18-J200 STATE: NEB. YEAR: 69
OWNER'S NAME AND ADDRESS: Neighbors, James F.
VEHICLE REMOVED BY/TO: Max's Towing

DAMAGE SUSTAINED



IS VEHICLE DRIVABLE? ☐ YES ☒ NO

UNIT No. 2 - MOTOR VEHICLE, PEDESTRIAN, BICYCLIST, OR OTHER

DRIVER'S (PEDESTRIAN'S, BICYCLIST'S OR OTHER) FULL NAME: Brown, Lelon Charles
ADDRESS: Box 404 Lyle, Wash.
OPERATOR LICENSE NO.: 3-153069
STATE: Wash
☒ REGULAR ☐ OTHER
SPECIFY TYPE:
DATE OF BIRTH: 10-19-32
Place an O under SEAT BELT if not installed; X, if installed; XX, if in use.

SEAT POS.	OCCUPANTS' NAMES	OCCUPANTS' ADDRESSES	SEAT BELT	AGE	SEX	INJ.
DRIVER			O	36	M	K
FRONT CENTER	NONE					
FRONT RIGHT						
REAR LEFT						
REAR CENTER						
REAR RIGHT						

VEHICLE MAKE & MODEL: SAAB BODY STYLE: 2dr Sdn YEAR: 67
LICENSE PLATE NUMBER: ZAN-031 STATE: Wash YEAR: 69
OWNER'S NAME AND ADDRESS: Brown, Lelon Charles
VEHICLE REMOVED BY/TO: Max's Towing

DAMAGE SUSTAINED

IS VEHICLE DRIVABLE? ☐ YES ☒ NO

WEATHER (Check one)	ROAD COND. (Check one)	LIGHT COND. (Check one)
☒ CLEAR	☒ DRY	☐ DAYLIGHT
☐ RAINING	☐ WET	☐ DAWN OR DUSK
☐ SNOWING	☐ SNOWY	☐ DARKNESS, LIGHTED
☐ FOG	☐ ICY	☒ DARKNESS, UNLIGHTED
☐ OTHER	☐ OTHER	☐ OTHER

	UNIT 1	UNIT 2
SKIDMARKS TO IMPACT (ft)	42	0
DISTANCE TRAVELED AFTER IMPACT (ft)	68'	III
STATED SPEED BEFORE IMPACT (MPH)	50	-
DESIGNATED SPEED FOR AREA (MPH)	40	40

FIRST AID GIVEN BY: Cascade Locks Ambulance
INJURED TAKEN TO: Providence Hospital
BY: Cascade Locks Ambulance

WITNESSES
NAME: Gilbert Onions ADDRESS: RO Box 14221 Portland, Ore.
NAME: Robert L. Lauderbaugh ADDRESS: 2305 S.E. 121 Portland, Ore.

ACTIONS TAKEN (Arrests, etc.): None.

REPORTING OFFICER: E.M. Easly

00-46 11/67

DESCRIPTION & DIAGRAM OF ACCIDENT

Describe what happened; including actions of vehicles and pedestrians, if any, prior to the event; contributing actions of drivers; evasive maneuvers, including skidmarks; description of impact; coastal dimensions; temporary highway conditions; highway defects, if any; traffic control defects, if any; vehicle defects, if any; and driver and pedestrian condition, if other than normal. Use "Unit 1" and "Unit 2", etc. to identify vehicles. Also describe damage to property, other than vehicles.

#1 was west bound in west bound lane + left approx. 42' ft of skid; swerving to the north shoulder of the roadway prior to colliding with #2 which was east bound in the west bound lane, #2 leaving NO skid marks. P.O.I. was approx. 330'-5" east of east end of Eagle Crk. Bridge, + approx. 32'-4" North of the guard rail on south side of roadway; which places it in the west bound lane. After impact #1 continued west approx. 68 ft + came to rest facing south across the west bound lane the left front wheel approx 26'-2" North of the south guard rail + the right front approx 22'-2". #2 Spun around + continued east + came to rest facing west against the south guard rail approx. 467'-1" east of the east end of Eagle Crk. Bridge.
Probable Cause: #2 Driving to left of center of highway.
Photos by Off. Jack Davis

Draw a sketch of the roadway arrangement, with "North" at the top. Include all structures involved in accident as well as any obstruction to visibility. Show unusual or temporary conditions (hole in pavement, barricades in construction area, etc.). All dimensions are to be estimated, except as directed in departmental orders.

NORTH

See Diagram by Officer Jack Davis.

SUPPLEMENTARY REPORT

#2 Operator dead on my arrival. No Statement
#1 Operator stated that #2 swerved into his lane of traffic + he, #1 applied brakes + swerved to right in an attempt to avoid collision.

See attached statements of witnesses.

CLASSIFICATION
34. FATAL TRAF. ACCID. ✓
35. VEHICLE ACCIDENT
36.
37. HIT AND RUN
38. PROPERTY DAMAGE
39. AUTO -PEDESTRIAN

34

COUNTED	TOW'S
CARDS	COPIES 10
ARRESTS	

FORM E-30 50M 10-65 SP°23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

7941 S.E. Johnson Cr. Blvd.
Portland, Oregon 97206
August 25, 1969

SUBJECT: Bonneville-Hood River Co. Line
Multnomah & Hood River Counties
Columbia River Highway
Contract No. 6976
Accident Report

To: Mr. L.W. Rulien
Division Engineer
P.O. Box 02157
Portland, Oregon 97202

Attn: Mr. D. H. Haller
Asst. Division Engineer

On August 20, 1969 at approximately 12:30 p.m. there was a two car collision on the subject project. It occured at the intersection of the access road to the Eagle Creek Fish Hatchery and Park and I-80N.

I have not received a police report but it appears that one vehicle with a trailer was making a turning movement into the park road and was struck by a second vehicle which was passing the first vehicle. Both vehicles appeared to have been West bound.

I have enclosed a line map with the signs which were on the project at the time of the accident. I checked and no signs had been knocked down.

I do not recommend any change in the signing or striping at this time.

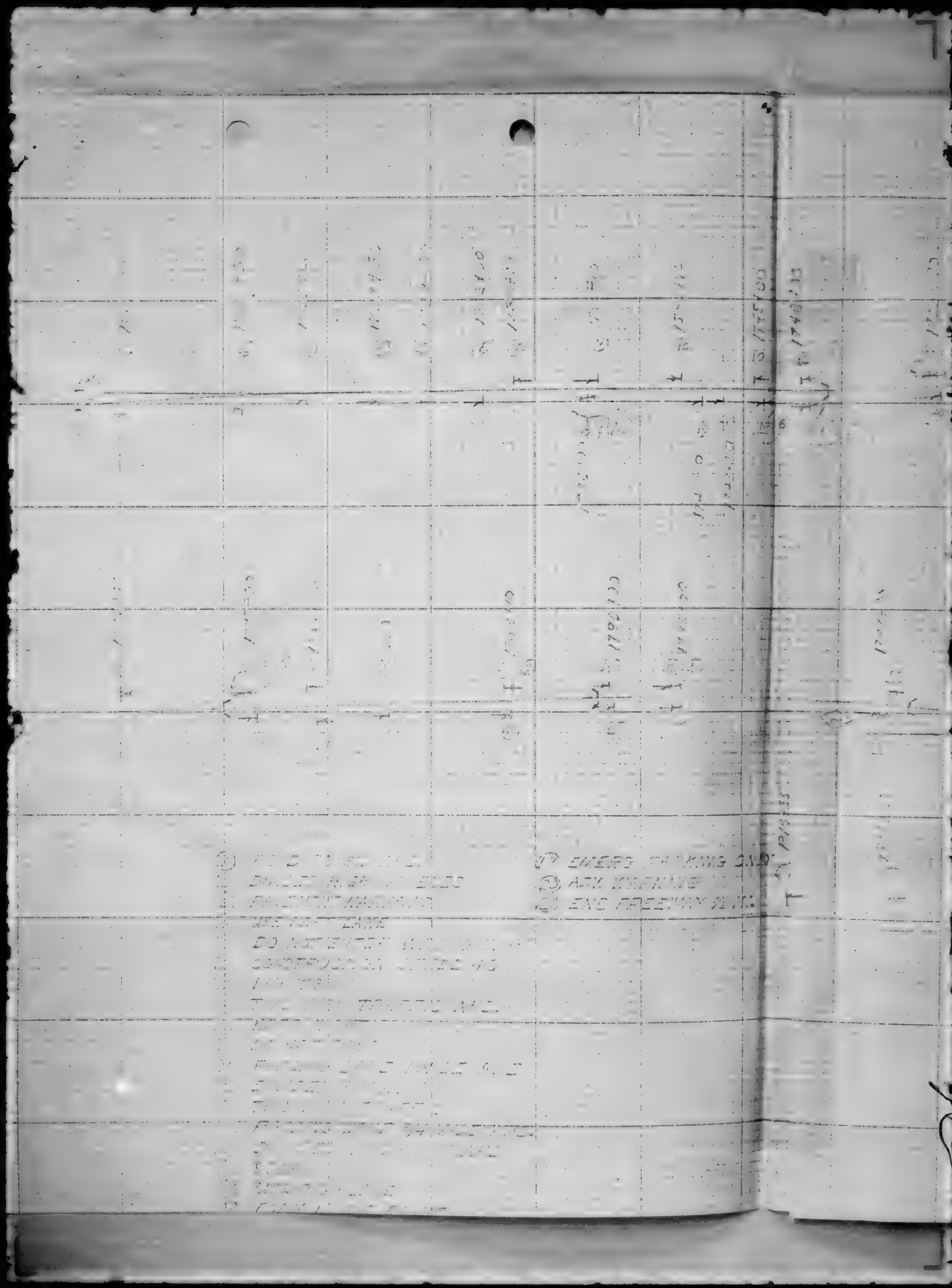
R.C. Gunningham
Resident Bridge Engineer

by

RCC:kjd

Kerry J. Dayton
Sr. Engr. Asst.

☐ ☐ ☐ ☐
DE ADE ADE OE
AUG 26 1969
☐ ☐ ☐
TE UE DES



OREGON STATE HIGHWAY DEPT.

TEMPORARY SIGNING "LW" DETOUR

DOUGLAS-JOSEPHINE-JOSEPHINE-JACKSON COUNTY LINE
COUNTY FIRST HIGHWAY (DOUGLAS) (JOSEPHINE) (JACKSON) NO. 1-(34)-B
FEDERAL AID PROJECT NO. "SDS-0" CONTRACT 5976

Accident Report
August 20, 69
12:30 P.M. ±
LW Line Sta 1803 ±

Party #I : Joe Hilsenkopf & wife
Rt. 1, Stanfield Oregon
Driver Lic. # 822427
1958 G.M.C. Pickup Lic. Oregon ZQ-855
Towing 15' House trailer Lic. Ore. C35-059
No body injury.
Pickup damage - ~~Left~~ Front (Non drivable)
Guard Rail damage - 1-12' Rail.

Party #II R.C. Hollingshead & wife
1946 Davidson St.
Richland Washington
Driver Lic. # HOLLIR C98 1QT
1968 Plymouth -wash Lic. RBT 306
Male Claimed rib injury.
Wife " back & head injury } Neither serious enough for Ambulance or Doctor.
Auto damage Rt. Front (Non drivable)

Deputy Sheriff Covered accident.
Rogers Const. Covered accident & pictures.

cont.

RECEIVED
SEP 22 1969
RECEIVED
SEP 16 1969
OFFICE OF
STATE HIGHWAY ENGINEER

I-80N-3577(2)34
6976

STATE COPY

APPROVED EFFECTIVE DATE 9 JUL 1969
Contingent upon modification of project agreement if additional funds are required.

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

By _____ Chief Engineer

Title _____

Date 15 SEP 1969

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Date August 18, 1969

U. S. BUREAU OF PUBLIC ROADS

Project Name Troutdale-Hood River County Line

Contract No. 6976

Highway Columbia River

Prefix 626-1079

County Multnomah & Hood River

F. A. Project No. I-80N-2(34)38

Contractor Rogers Construction Company

Order No. 5 Supplemental #1

Address 11760 N.E. Glisan St., Portland 97220

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Construct and eventually remove approximately 600 ft. of temporary Type III fence throughout the Eagle Creek Campground area to protect from a high precipitous slope.

NOTED
F. B. KLABOE

Location by station numbers: Lᵉ Sta. 1788 - 1794 on the right.

Estimate of quantities and cost:

Labor & Equipment Previous EWO.....	$700.00
Labor & Equipment this EWO Supplemental.....	250.18
Total for Extra Work complete.....	$950.18

(1) Maximum equipment rental rates to be in accordance with State-A.G.C. agreement.
(2) Percentage to be allowed contractor to be in accordance with executed contract for this project.

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") A temporary fence is needed in this area to replace as existing fence removed in the clearing. A permanent fence cannot be constructed at this time due to uncertainty of the final position of the access control line. The original EWO authorization of $700.00 was not sufficient to cover the work entailed. The Type III fence work is now complete.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$5,717,675.25
Present estimate of project cost, including $250.18 for work under this order	$5,717,675.25
Expected under-run / over-run amount	$ –
Expected under-run / over-run per cent	–

Space to right of this line is for use of Salem Office

Submitted by: _____ Resident Engineer
F.C. Cunningham
Resident Bridge Engineer

Approval Recommended: _____ Construction Engineer or Bridge Engineer

Approval Recommended: _____ Division Engineer

Approved: _____

9-17-69

Accident Report
August 20, 69
12:30 P.M. ±
LW Line Sta 1803 ±

Party #I : Joe Hilsenkopf & wife
Rt. 1, Stanfield Oregon
Driver Lic.# 822427
1958 G.M.C. Pickup Lic. Oregon ZQ-855
Towing 15' House trailer Lic. Ore. C35-059
No body injury.
Pickup damage - ~~Left~~ Front (Non drivable)
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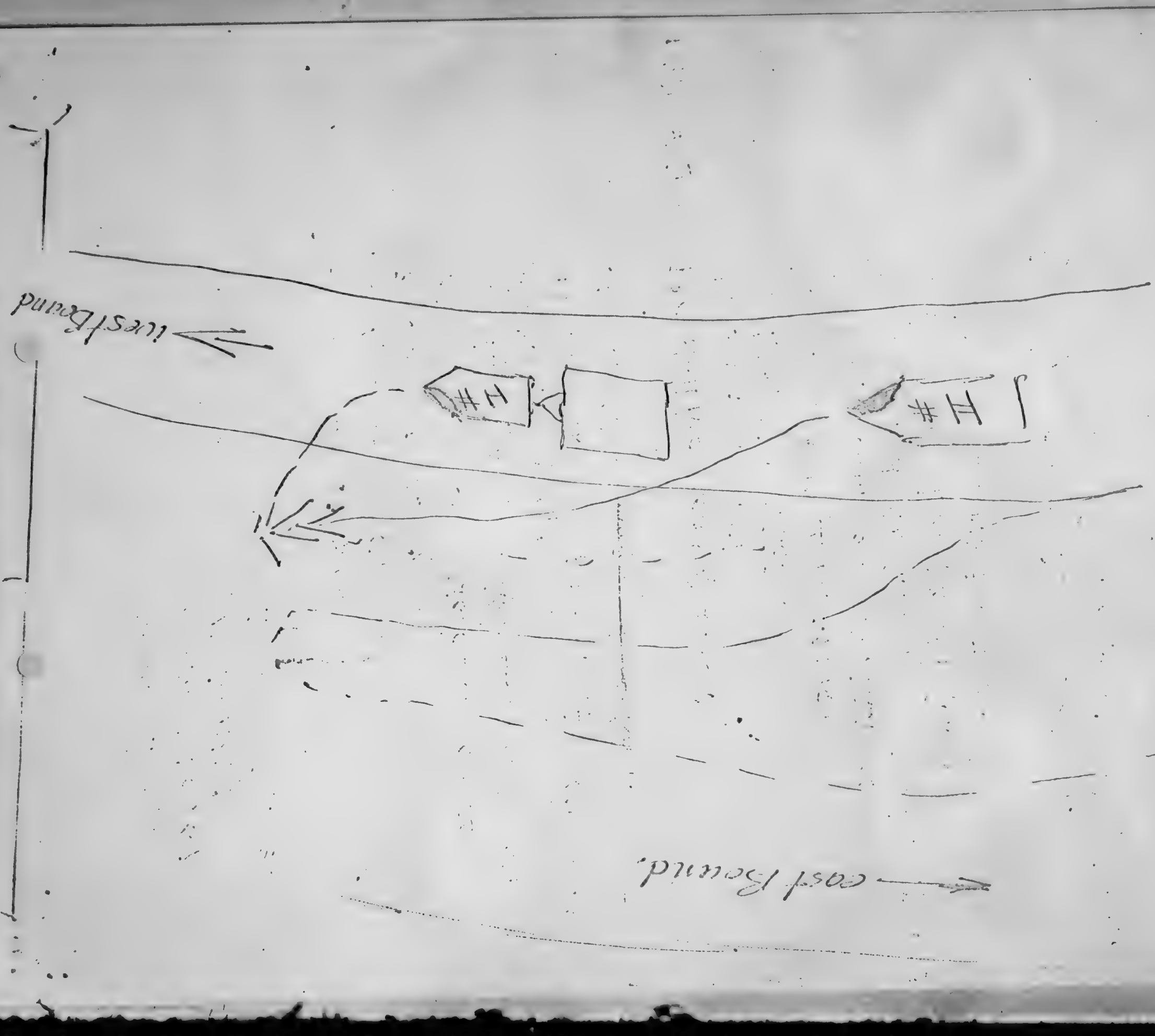
Party #II R.C. Hollingshead & wife
1946 Davidson St.
Richland Washington
Driver Lic.# HOLLIR C98 1QT
1968 Plymouth -wash Lic. RBT 306
Male Claimed rib injury.
wife " back & head injury } Neither serious enough for Ambulance or Doctor.
Auto damage Rt. Front (Non drivable)

Deputy Sheriff Covered accident.
Rogers Const. Covered accident & pictures.

cont.


#1
#2
West Bound
East Bound

RECEIVED
SEP 22 1969
FILING
SEP 16 1969
OFFICE OF
STATE HIGHWAY ENGINEER

STATE COPY

APPROVED EFFECTIVE DATE 8 JUN 1967
Contingent upon modification of project agreement if additional funds are required.

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

By _____ Chief Engineer

Title _____

15 SEP 1969
U. S. BUREAU OF PUBLIC ROADS

Project Name Troutdale-Hood River County Line Date August 18, 19 69

Highway Columbia River Contract No. 6976

County Multnomah & Hood River Prefix 626-1079

Contractor Rogers Construction Company F. A. Project No. I-80N-2(34)38

Address 11760 N.E. Glisan St., Portland 97220 Order No. 5 Supplemental 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Construct and eventually remove approximately 600 ft. of temporary Type III fence throughout the Eagle Creek Campground area to protect from a high precipitous slope.

NOTED
F. B. KLABOE

Location by station numbers: L^e Sta. 1788 - 1794 on the right.

Estimate of quantities and cost:

Labor & Equipment Previous EWO.....	$700.00
Labor & Equipment this EWO Supplemental.....	250.18
Total for Extra Work complete.....	$950.18

(1) Maximum equipment rental rates to be in accordance with State-A.G.C. agreement.
(2) Percentage to be allowed contractor to be in accordance with executed contract for this project.

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") A temporary fence is needed in this area to replace as existing fence removed in the clearing. A permanent fence cannot be constructed at this time due to uncertainty of the final position of the access control line. The original EWO authorization of $700.00 was not sufficient to cover the work entailed. The Type III fence work is now complete.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$5,717,675.25	Space to right of this line is for use of Salem Office
Present estimate of project cost, including $250.18 for work under this order	$5,717,675.25	
Expected under-run / over-run amount	$ -	
Expected under-run / over-run per cent	-	

Submitted by: _____ Resident Engineer
R.C. Cunningham
Resident Bridge Engineer

Approval Recommended: _____ Construction Engineer or Bridge Engineer

Approval Recommended: _____ Division Engr.

Approved: _____

9-17-69

STATE COPY

RECEIVED
SEP 22 1969
FOR FINANCE

RECEIVED
SEP 19 1969
STATE HIGHWAY ENGINEER

APPROVED EFFECTIVE DATE 27 APR 1967
Contingent upon modification of project agreement if additional funds are required.
By [signature] Dist. Engineer
Title
Date August 19, 1969

Form Design-6M

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Bonneville-Hood River County Line

Highway 1 Columbia River

County Multnomah & Hood River

Contractor Rogers Construction Company

Address 11760 N.E. Glisan St., Portland, Ore. 97220

Date August 19, 1969

U. S. BUREAU OF PUBLIC ROADS

Contract No.

Prefix 626-107

F. A. Project No. I-80N-2(34)38

Order No. 2 Supplemental #1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Relocate Overlook Park and Eagle Creek Campground facilities of the U.S. Forest Service where in conflict with this highway construction project. Facilities to be moved or reconstructed consist generally of picnic tables, rock fireplaces, rock water services, etc.

NOTED
F. B. KLABOE

Location by station numbers: Overlook Park - Sta. L^W 1774 to 1786 on the left.
Eagle Creek Campground - Sta L^e 1786 to 1795 on the right.

Estimate of quantities and cost:

Labor.....	$400.00
Equipment.....	250.00
Material.....	150.00
Total for job.....	$800.00
Prev. EWO Auth....	300.00
Total this EWO....	$500.00

(1) Max. Equipment Rental to be in accordance with State A.G.C. agreement.
(2) Percentages to be allowed will be in accordance with the executed contract for this project.

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") This work was anticipated and $300.00 set up in project authorization for "Relocation Park Facilities". The original authorization is not sufficient to cover the necessary work involved.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$5,717,675.25	—
Present estimate of project cost, including $500.00 for work under this order	$5,717,675.25	
Expected under-run / over-run amount	$—	
Expected under-run / over-run per cent	—	

Submitted by: [signature] Resident Engineer
H.O. Cunningham
Resident Engineer

Approval Recommended: [signature] Construction Engineer / Bridge Engineer

Approval Recommended: [signature]

9-17-69

Form E-208—5M

RECEIVED
AUG 22 1969
OFFICE OF
STATE HIGHWAY ENGINEER

I-80N-2(34)38
6976

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Contingent upon modification of project agreement for additional funds are [illegible]
2 Date MAY 1969
Title Dist. Engr.
U.S. Bureau of Public Roads

Project Name Bonneville-Hood River Co. Line — Date August 1, 1969

Highway Columbia River — Contract No. 6976

County Multnomah & Hood River — Prefix 626-1079

Contractor Rogers Construction Company — F. A. Project No. I-80N-2(34)38

Address 11760 NE Glisan St., Portland, Oregon 97220 — Order No. 21 Supplemental #1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Patch and Seal Tunnel Cracks in walls and liner of Tooth Rock Tunnel, prior to painting.

Location by station numbers:

L^e Sta: 1754 +41.9 through L^e Sta: 1764 + 11.8

Estimate of quantities and cost:

As set up in project authorization;

Labor, Material and Equipment .....(EWO #21).....	$2,000.00
Labor, Material and Equipment Increase	5,500.00
E.W.O. #21 Suppl. #1 Total	$7,500.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Work covered under section titled "Painting Tooth Rock Tunnel" pages 41, 42 and 43 of Special Provisions. The increase is because the decision has been made to seal the cracks with epoxy and this will entail additional expense.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$5,717,675.25	
Present estimate of project cost, including $5,500.00 for work under this order	$5,717,675.25	
Expected under-run / over-run amount	$	
Expected under-run / over-run per cent		

Submitted by: /s/ R. O. Cunningham
R.O. Cunningham
Resident Bridge Engineer
Resident Engineer

Approval Recommended: /s/ Allan C. Harwood
Division Engineer

Approval Recommended: /s/ Alfred A. Rear
for Construction Engineer
Bridge Engineer

8-22-69

Approved: /s/ F. D. Morgan
for State Highway Engineer

I-(N-2(34)38

AUG 18 1969
OFFICE OF
STATE HIGHWAY ENGINEER

6976

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project authorized
funds are ...

3 0 JUN 1969
Date _____ Dist. Engr.

U.S. Bureau of Public Roads

Project Name Bonneville-Hood River Co. Line Section Date July 22, 19 69

Highway Columbia River Contract No. 6976

County Multnomah and Hood River Prefix 626-1079

Contractor Rogers Construction Company F. A. Project No. I-80N-2(34)38

Address 11760 N.E. Glisan St., Portland, Oregon 97220 Order No. 23 Supplimental 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: This is to increase the work to be done under EWO #23 to include additional reshaping of the SW corner of the tunnel, addition rock facing and revision of the curbs inside the tunnel to cover the uneven top of the existing wall footings.

orig to Morgan
cc to Shoog
8-20-69

Location by station numbers:

"L^E" Sta 1753 + 75 - 1763 + 70

Estimate of quantities and cost:

Labor, Equipment and Materials - - - - - - increase $4,000.00

(Total price EWO #23 $1,000.00; EWO #23 supplemental $4,000.00)
Total = $5,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
Current safety requirements make a gradual transition into the tunnel on the entrance and a guard rail connection on the exit end desirable, This is a change from the original plan and no bid items are available to cover this work.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$5,717,675.25	
Present estimate of project cost, including $5,000.00 for work under this order	$5,717,675.25	
Expected under-run / over-run amount	$0	
Expected under-run / over-run per cent	0	

Submitted by: /s/ R. O. Cunningham
Resident Engineer

Approval Recommended: /s/ Alfred A. Rear
for
Bridge Engineer

Approval Recommended: /s/ Allan C. Harwood
Division Engineer

Approved: /s/ F. D. Morgan
Construction Engineer

BP*23577-724

RECEIVED
AUG 12 1969
FOR FILING

I-80N-3(A+1)3X

6976

#3

July 9, 1969

7604

Rogers Construction Company
P. O. Box 16537
Portland, Oregon 97216

Gentlemen:

The State Highway Commission at its meeting on July 8, 1969, considered your request for an additional 150 calendar days in which to complete Contract No. 6976 for work on the Bonneville-Hood River County Line Section of the Columbia River Highway in Multnomah and Hood River Counties.

The Commission granted you an extension of 115 calendar days to October 2, 1969, without assessment of liquidated damages.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Division Engineer, or the Construction Engineer in the Salem office.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

sss

bc F. D. Morgan
Ivan Merchant
V. E. Skoog
Larry Rulien
Bob Cunningham
Bureau of Public Roads

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: June 16, 1969

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-2(34)38
Bonneville - Hood River County Line Section
Columbia River Highway
Extension of Contract Time

Mr. Edwards' letter dated June 11, 1969 requests our concurrence in a 115-day extension in contract time on the subject project. The contractor has requested 150 days of which 115 were caused by a strike action on the part of the Ironworkers and Boilermakers Union. Mr. Edwards indicates that the remaining 35 days will be studied and considered separately at a later date.

Based on the data provided by Mr. Edwards and discussion between our Area Engineer and your Resident Engineer, we concur in your proposed recommended extension. The remaining 35 days will be considered at such time as your study is completed.

Mr. TOM EDWARDS

Merchant - Calkins & Young

RECEIVED
BRIDGE DIVISION
AM PM
7,8,9,10,11,12,1,2,3,4,5,6

RECEIVED
JUN 18 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6976 Contractor Rogers Construction Company

Highway Columbia River Highway, I80N

Section Bonneville-Hood River County Line

Kind of Work Grading, Paving, Structures, Signing, Illumination

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Grant 115 calendar days without assessment of liquidated damages because of strike in steel fabricator's plant. Additional 35 days requested will be matter of future request.

Recommended for Approval:

Allen H. Seward
Division Engineer

Ivan D. Merchant
Construction Engineer or Bridge Engineer

C. M. Edwards
asst.
State Highway Engineer

Contract No. 6976

Project designation I-80N-2(34)38
State-Federal

Date awarded March 17, 1967

Work started April 12, 1967

Per cent completed 90% to June 5, 1969
Date

No. of Workdays Allowed 800

No. of Workdays Used 796 to June 5, 1969

No. of Added Workdays Requested 115

B—820 (Rev.)—6M—10-67

OREGON STATE HIGHWAY COMMISSION

RECEIVED
MAY 1 1969
C. O. FREDRICKSON
Resident Bridge Engineer

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date April 23, 1969

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 800 days to 950 days, within which to complete our Contract No. 6976, without the assessment of liquidated damages. The said contract is described as follows:

Bonneville-Hood River County Line

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Steel Strike - April 3 to July 22, 1968
Letter April 12, 1967 - Plan Change & Designs
" Oct. 26, 1967 - " " "
" Nov. 8, 1967 - " " "

Respectfully submitted,

ROGERS CONSTRUCTION CO.
Contractor

By
W. R. Rogers, Partner

CONSENT OF SURETY

Date April 28, 1969

We, THE FIDELITY AND CASUALTY COMPANY OF NEW YORK

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney in Fact

R. C. BENT (SEAL)

Resident Agent

RECEIVED
JUN 27 1969
FOR FILING

I-80N-2(3+1)34
6976

June 26, 1969

Oregon State Highway Commission

Gentlemen:

Request for Extension of Time
No. 3
July 8, 1969 meeting

Rogers Construction Company, contractor for the construction of the Bonneville-Hood River County Line Section of the Columbia River Highway in Multnomah and Hood River Counties, Contract 6976, has requested that it be granted an additional 150 calendar days in which to complete the contract work without assessment of liquidated damages. The contractor cites a strike in the steel fabricator's plant and extra work involved in plan changes as his reasons for failure to complete the work on time.

A strike by the Ironworkers and Boilermakers closed the Isaacson Structural Steel Company plant (the contractor's fabricator) for the period April 3 to July 22, 1968. The delay due to plant shutdown amounts to 110 calendar days. An additional five days' delay is chargeable due to lack of returning manpower to get the plant back on full production.

The 115-calendar day delay is due to a condition beyond the contractor's control. I recommend that the contractor be granted a 115-calendar day extension without the assessment of liquidated damages at this time. This will extend the completion date for this contract to October 2, 1969.

This is a Federal-aid project and we have the concurrence of the Bureau of Public Roads.

This matter will be on the agenda for your consideration at the July 8 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

Enc.

cc Floyd Query
Tom Edwards
Victor D. Wolfe
F. D. Morgan
Ivan Merchant
V. E. Skoog
L. W. Rulien

CAG:jf fn

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6976 Contractor Rogers Construction Company

Highway Columbia River Highway, 1WH

Section Boardman-Hood River County Line

Kind of Work Grading, Paving, Structures, Signing, Illumination

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Grant 115 calendar days without assessment of liquidated damages because of strike in steel fabricator's plant. Additional 35 days requested will be matter of future request.

Recommended for Approval:

Division Engineer

Construction Engineer or Bridge Engineer

Asst. State Highway Engineer

Contract No. 6976

Project designation 1-80H-2(34)38 State-Federal

Date awarded March 17, 1967

Work started April 12, 1967

Per cent completed 90% to June 5, 1969

No. of Workdays Allowed 800

No. of Workdays Used 796 to June 5, 1969

No. of Added Workdays Requested 115

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
MAY 2 ... PM
AM 12,1,2,3,4,5,6

E—320 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date April 23, 19 69

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 800 days to 950 days, within which to complete our Contract No. 6976, without the assessment of liquidated damages. The said contract is described as follows:

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Steel Strike - April 3 to July 22, 1968
Letter April 12, 1967 - Plan Change & Designs
" Oct. 26, 1967 - " " "
" Nov. 8, 1967 - " " "

Respectfully submitted,

ROGERS CONSTRUCTION CO.
Contractor

By
W. R. Rogers, Partner

CONSENT OF SURETY

Date April 28, 19 69

We, THE FIDELITY AND CASUALTY COMPANY OF NEW YORK, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney

R. C. BENT (SEAL)

Resident Agent

I-80N-2(34)38

Form E-208—6M

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JUL 11 1969
OFFICE OF
STATE HIGHWAY ENGINEER

L-9

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G-1

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

30 JUN 1969

Dist. Engineer

U.S. Bureau of Public Roads

Project Name Bonneville-Hood River County Line Date June 20 19 69

Highway Columbia River Contract No. 6976

County Multnomah and Hood River Prefix 626-1079

Contractor Rogers Construction Company F. A. Project No. I-80N-2(34)38

Address 11760 NE Glisan St., Portland, Oregon 97220 Order No. 23

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Provide and install additional stone facing on re-shaped areas at NW, SW and NE corners of tunnel portals; provide and install one guardrail anchorage at NE corner of tunnel portal.

Location by station numbers:

"LE" Sta. 1754 + 00 thru 1755 + 25
"LE" Sta. 1763 + 45 thru 1763 + 57

Estimate of quantities and cost:

Labor, Equipment and Material - - - - - - - - - $1,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Current safety requirements make a gradual transition into the tunnel on the entrance end and a guardrail connection on the exit end desirable. This is a change from the original plan and no bid items are available to cover this work.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$5,717,675.25	
Present estimate of project cost, including $1,000.00 for work under this order	$5,717,675.25	
Expected under-run / over-run amount	$ 0.00	
Expected under-run / over-run per cent	0.00	

Submitted by: /s/ C. E. Fredrickson
Resident Engineer

Approval Recommended: /s/ Allan C. Harwood
Division Engineer

Approval Recommended: /s/ Alfred A. Rear
for
Bridge Engineer

Approved: /s/ F. D. Morgan 7-14-69
Deputy State Highway Engineer

Form E-380-GM

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JUL 11 1969
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STATE HIGHWAY ENGINEER

I 80N-2(34)38
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OREGON STATE HIGHWAY DEPARTME...

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional
30 JUN 1969
Date
Dist. Engineer
U.S. Bureau of Public Roads

Project Name Bonneville-Hood River Co. Line Section Date June 20, 1969

Highway Columbia River Contract No. 6976

County Multnomah and Hood River Prefix 626-1079

Contractor Rogers Construction Company F. A. Project No. I-80N-2(34)38

Address 11760 NE Glisan St., Portland, Oregon 97220 Order No. 24

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Furnish and install covers for block-outs in roof of tunnel liner. Furnish and install covers for drain holes in tunnel walls. Form drainage trough across sidewalk and curb in tunnel at drain hole locations.

Location by station numbers:

"LE" Sta 1755 +10 thru 1763+70

F. B. [illegible]

Estimate of quantities and cost:

Labor, Equipment and Materials - - - - - - - $2,500.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Blockouts in tunnel liner would break-up lighting pattern and affect appearance of painted surface. Drainage grooves would tend to stain and mar tunnel finish. No provision was made in the contract for covering these openings.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$5,717,675.25	
Present estimate of project cost, including $ 2,500.00 for work under this order	$5,717,675.25	
Expected under-run / over-run amount	$ 0.00	
Expected under-run / over-run per cent	0	

Submitted by: /s/ C. O. Fredrickson
Resident Engineer

Approval Recommended: /s/ Alfred A. Rear
for [illegible]
Bridge Engineer

Approval Recommended: /s/ Allan C. Harwood
Division Engineer

Approved: /s/ F. D. Morgan 7-14-69
[illegible]

RECEIVED
JUN 25 1969
FOR FILING

W. G. JOHNSON
SUPERINTENDENT
6176

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

JUNE 16, 1969

File Ref. D 315 - 2 - 127

Mr. F. D. Morgan,
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

Atten: Mr. T. W. Litchfield,
Utilities Liaison Engineer

Dear Sir:

Routing
Morgan
Bond
Walker
Boehme
Johnsen
RECEIVED
JUN 20 1969
CONSTRUCTION DIVISION
Pease
Swan
Glenn
Litchfield
Gallagher
Stein

Bonneville-Hood River County Line Section
Columbia River Highway, Multnomah County
Project I-80N-2(34)38

Work by State's Contractor on the captioned project has now progressed to the point where it appears that it will not be necessary for the Railroad's Inspector to devote his full time to the project. Consequently, we intend henceforth to have our Inspector make only periodic checks and it will be essential that the State police its project, advising our Company when protective measures should be taken due to pending operations by its Contractor. In this connection please arrange to contact Mr. G. M. Tabor in my office.

While majority of the Contractor's work in vicinity of Railroad's main line track has been completed there still is some clean-up work to be performed between the east portal of Railroad's tunnel and Eagle Creek and also east of Eagle Creek along northerly side of our track. Understand State's Resident Engineer and his staff are familiar with this work and the Contractor intends to complete clean-up work east of Eagle Creek as soon as ground conditions are improved as a result of an extended period of dry weather.

Yours very truly,

W. G. Johnson

cc: Mr. C. O. Fredrickson,
Resident Engineer
Oregon State Highway Department
7941 S. E. Johnson Creek Blvd.
Portland, Oregon 97206

cc: FB Klaboe JD Merchant LW Rulien
Jess Jones

RECEIVED
JUN 23 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 11 1969
FOR FILING
I-80N-2(34)38
6976

June 11, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Re: Bonneville-Hood River County
Line Section
FAP No. I-80N-2(34)38
Contract No. 6976

Dear Sir:

This contract allotted 800 calendar days to complete the work, which forecast a completion date of June 9, 1969. Our current estimated date for completion of the work is October 15, 1969, with a resulting overrun of approximately 128 calendar days.

The contractor is requesting an extension of 150 calendar days, citing a strike in the structural steel fabricator's plant and plan changes as his reasons for failure to complete the work on time.

The construction schedule for the project required the completion of the Eagle Creek Viaduct and related work first, routing traffic through the completed work and then alteration of existing facilities to complete the eastbound traffic lanes. A strike by the Ironworkers and Boilermakers closed the Isaacson Structural Steel Company plant (the contractor's fabricator) for the period April 3 to July 22, 1968, which delayed fabrication and delivery of the steel for the Eagle Creek Viaduct. The delay due to plant shutdown amounts to 110 calendar days. An additional 5 days' delay is chargeable due to lack of returning manpower to get the plant back on full production.

The 115 calendar day delay is due to a condition beyond the contractor's control. With your concurrence,

I propose to recommend to the Highway Commission that the contractor be granted a 115 calendar day extension without the assessment of liquidated damages at this time.

We are evaluating the claim for additional time due to plan changes and it appears the contractor will be entitled to some additional time because of the plan changes. We will present an additional request when our study is completed.

The 115-day extension at this time is requested to preclude withholding liquidated damages from the contractor's estimates.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant
L. H. Young

CAG:jf ja

I 80N-2(34)38

Form E-208—6M

RECEIVED
JUL 11 1969
OFFICE OF
STATE HIGHWAY ENGINEER

STATE COPY

G-1P

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

(Contingent c... project operat... funds are requi...

30 JUN 1969

Dist... Engineer

U.S. Bureau of Public Roads

Project Name Bonneville-Hood River Co. Line Date June 10, 1969

Highway Columbia River Contract No. 6976

County Multnomah and Hood River Prefix 626-1079

Contractor Rogers Construction Company F. A. Project No. I-80N-2(34)38

Address 11760 NE Glisan Street, Portland, Oregon 97220 Order No. 22

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Grind, fill and otherwise repair the concrete surfaces of the tunnel walls for approximately 4 feet above the tunnel footing and repair mortar joints to provide a satisfactory surface for painting and a satisfactory finish on stonework.

Location by station numbers:

LE Station 1754 + 41.9 thru 1767 + 50.0

F. D.

Estimate of quantities and cost:

Labor, Equipment and Material - - - - - - - $3,500.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Finishing or restoring of these areas is not covered by plans, specifications or special provisions except for sandblasting and painting. Surface finish as uncovered is not satisfactory for these procedures.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$5,717,675.25	
Present estimate of project cost, including $ 3,500.00 for work under this order	$5,717,675.25	
Expected under-run / over-run amount	$ 0.00	
Expected under-run / over-run per cent	0.00	

Submitted by: /s/ C. O. Fredrickson
Resident Engineer
C. O. Fredrickson Res. Br. Engr.

Approval Recommended: /s/ Alfred A. Rear
for
Bridge Engineer

Approval Recommended: /s/ Allan C. Harwood
Division Engineer

Approved: /s/ F. D. Morgan 7-14-69
Deputy State Highway Engineer

RECEIVED
MAY 28 1969
FOR W. L. JOHNSON
SUPERINTENDENT
OREGON DIVISION

I 84-1-2(34)38
1116

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

May 22, 1969

File Ref. D 315 - 2 - 127

Mr. F. D. Morgan
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Utilities Liaison Engineer

Dear Sir:

Routing: Peare E, Swan, Glenn, Litchfield F, Gallagher, Stein, Decker, Sand, Johnsen

RECEIVED
MAY 27 1969
CONSTRUCTION DIVISION

Bonneville-Hood River County Line Section
Columbia River Highway, Multnomah County
Project I-80N-2(34)38

On May 16 Railroad Engineering representatives met with State's Resident Engineer, Mr. C. O. Fredrickson, on the captioned project and reviewed site conditions in the vicinity of State's Eagle Creek Overcrossing at Railroad Milepost 39.49 near Bonneville, Oregon.

During this review it was pointed out to Mr. Fredrickson that it will be necessary to rehabilitate the Railroad's main line track due to contractor's operations, and it is anticipated about 72 cross ties as well as new ballast will be required for this purpose. Before the track rehabilitation work is undertaken, however, State's contractor should complete his cleanup and rehabilitation work, including the removal of surplus earth materials above railroad subgrade both sides of the track and rehabilitation of the Railroad's drainage system to conform with the subgrade and culvert inlets. The subgrade should be restored to standard distance below grade or low rail so it will be 23 inches below top of the rail. If State's contractor restores the subgrade accordingly, work by our forces in the rehabilitating of track will be facilitated.

It was also pointed out to Mr. Fredrickson that the cleanup and restoration of Railroad's property in vicinity of the Ruckle Creek Overcrossing at our Milepost 40.34 has not been completed satisfactorily. Understand

#2 - Mr. F. D. Morgan 5/22/69

Mr. Fredrickson will handle with State's contractor, Rogers Construction Company, and arrange for restoration of our property in this area as well as in vicinity of the Eagle Creek Overcrossing.

Very truly yours,

W. G. Johnson

cc: Mr. C. O. Fredrickson
Resident Engineer
Oregon State Highway Department
7941 S. E. Johnson Creek Blvd.
Portland, Oregon 97206

FB KLABOE
TOM EDWARDS
ID MERCHANT
FD MORGAN
LW RULIEN
WJ SCOFIELD

RECEIVED
MAY 27 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 14 1969
FOR FILE

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 12, 1969

To:

MEMO TO THE FILE

SUBJECT:

Contract 6976
Claim for Injuries to Railroad Personnel

This contract was for the construction of overcrossing structures adjacent to Tooth Rock Tunnel on the Columbia River Highway. In the course of construction, 4 railroad employees were injured and the railroad has, at various times, made claims against the Highway Department and the insurance company carrying railroad protective insurance for the amount of these injuries which total $42,500. This matter has been referred to our insurance company and to the contractor, and we have denied all liability.

The latest attempt to collect this money was when the railroad submitted a billing for railroad expenses under the above contract. They included a list of the 4 injuries totaling an amount of $42,500, and we have advised the Accounting Department not to pay these items.

Two of these claims, in the amount of $40,750, arose out of an automobile accident between 2 railroad employees 18 miles from the jobsite, and the only relation to the contract being that Mr. Evans was sent to Hood River to secure a car to put on a railroad track; and on his return trip he and Mr. Seaton, another railroad employee, had an accident.

It should be noted at this point that in the railroad payroll additives on which we reimburse them, there is an additive of from 10 to 13 percent for railroad retirement, 5 percent for health and welfare, 3 percent for workmen's compensation including vacations, and 1 percent for public liability insurance.

It should also be added that the railroad protective insurance is secured for injuries that may take place on the jobsite; and in addition, the contractor agreed to hold the State harmless to any injuries arising out of the contract; therefore, it would appear that the railroad has absolutely no grounds for a valid claim against the State for the above amount.

JACK L. SOLLIS
Staff Attorney

NOTED F. B. KLABOE

RECEIVED
MAY 13 1969
OFFICE OF
STATE HIGHWAY ENGINEER

JLS:krk
cc: F. B. Klaboe ✓
G. E. Rohde
F. C. McKinney
Al Johansen

Form E-208—5M

STATE COPY G-1P

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

RECEIVED
MAY 14 1969
OFFICE OF
STATE HIGHWAY ENGINEER

I-84N-2(34)38

Contingent upon modification of project agreement if additional funds are required.
Date MAY 2 1969 By /s/ [illegible]
Asst. Dist. Engineer
U.S. Bureau of Public Roads

Project Name Bonneville-Hood River Co. Line Section Date April 28, 19 69

Highway Columbia River Contract No. 6976

County Multnomah and Hood River Prefix 626-1079

Contractor Rogers Construction Company F. A. Project No. I-80N-2(34)38

Address 11760 NE Glisan St., Portland, Oregon 97220 Order No. 20

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Cut arch rings to provide adequate clearance at tunnel portals.

Location by station numbers:

LE Sta. 1754+41.9 through 1755+31.41 and
LE Sta. 1763+41.27 through 1764+11.8

NOTED
F. B. KLABOE

Estimate of quantities and cost:

As set up in project authorization:
Labor and Equipment Rental $3,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Work covered under section titled "Remodel Tooth Rock Tunnel Portals", pages 43 and 44 of Special Provisions.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$5,717,675.25	Space to right of this line is for use of Salem Office
Present estimate of project cost, including $3,000.00 for work under this order	$5,717,675.25	
Expected under-run / over-run amount	$0.00	
Expected under-run / over-run per cent	0.00	

Submitted by: /s/ C. O. Fredrickson, Resident Engineer

Approval Recommended: /s/ Alfred A. Rear for [illegible], Bridge Engineer

Approval Recommended: /s/ Allan C. Harwood, Division Engineer

Approved: /s/ F. D. Morgan 5-14-69
[illegible], Assistant [illegible] Engineer

Form E-208—5M

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MAY 2 1969
OFFICE OF
STATE HIGHWAY ENGINEER

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OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Contingent upon modification of project agreement if additional funds are required.
Date MAY 2 1969 By [signature]
Title Area Engineer
U.S. Bureau of Public Roads

Project Name Bonneville-Hood River County Line Section Date April 28, 19 69

Highway Columbia River Contract No. 6976

County Multnomah and Hood River Prefix 626-1079

Contractor Rogers Construction Company F. A. Project No. I-80N-2(34)38

Address 11760 NE Glisan St., Portland, Oregon 97220 Order No. 21

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Patch and Seal Tunnel Crecks in walls and liner of Tooth Rock Tunnel, prior to painting.

Location by station numbers:

LE Sta. 1754+41.9 through 1764+11.8

NOTED
F. B. KLABOE

Estimate of quantities and cost:

As set up in project authorization:

Labor, Material and Equipment $2,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Work covered under section titled "Painting Tooth Rock Tunnel" pages 41, 42 and 43 of Special Provisions.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$5,717,675.25
Present estimate of project cost, including $2,000.00 for work under this order	$5,717,675.25
Expected under-run / over-run amount	$ 0.00
Expected under-run / over-run per cent	

Space to right of this line is for use of Salem Office

Submitted by: /s/ C. O. Fredrickson, Resident Engineer

Approval Recommended: /s/ Alfred A. Rear for Bridge Engineer

Approval Recommended: /s/ Allan C. Harwood, Division Engineer

Approved: /s/ F. D. Morgan 5-14-69

I (I-80N-2(34)38

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Form F-[illegible]

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MAY 27 1969
OFFICE OF
STATE HIGHWAY ENGINEER

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OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Contingent upon modification of project agreement if additional funds are [illegible]

NOV 3 1967

Date _____

[signature]

Title Dist. Engineer

U.S. Bureau of Public Roads

C

Project Name Bonneville-Hood River Co. Line Section Date April 23, 19 69

Highway Columbia River Contract No. 6976

County Multnomah and Hood River Prefix 626-1079

Contractor Rogers Construction Company F. A. Project No. I-80N-2(34)38

Address 11760 NE Glisan St., Portland, Oregon 97220 Order No. 8 Supplement #1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Furnish and install 8" drainage pipe down slope to carry drainage from footinting of bents 3 & 4, Eagle Creek Viaduct, to concrete liner in UPRR drainage ditch.

Location by station numbers:

Station LW 1750+70 to 1751+80

Estimate of quantities and cost:

Labor	$250.00
Material	415.00
TOTAL	$665.00

NOTED
F. B. [illegible]

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

EWO #8 changed method of installation from below ground to above ground. Item 92 of contract covers cost of 8" drainage pipe on an "in place" basis, and would not be applicable to this installation.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$5,717,675.25	
Present estimate of project cost, including $ 665.00 for work under this order	$5,717,675.25	
Expected under-run / over-run amount	$ 0.00	
Expected under-run / over-run per cent		

Submitted by: /s/ C. O. Fredrickson
Resident Engineer

Approval Recommended: /s/ Alfred A. Rear
for [illegible]
Bridge Engineer

Approval Recommended: /s/ Allan C. Harwood
Division Engineer

Approved: /s/ F. D. Morgan 5-28-69
[illegible]

RECEIVED
APR 16 1969

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 15, 1969

To:
MEMO TO THE FILES

SUBJECT: Bonneville-Hood River Co. Line Section
Stage Construction and Traffic Control
Contract No. 6976

On the morning of April 7, 1969 all traffic was shifted from the roadway through the tunnel to the newly constructed westbound lanes. Some time was spent on this project in the afternoon of this date. State striping crews were in the process of delineation and striping work. Traffic was being controlled by flagmen as necessary. A few items were observed and brought to the attention of Paul Ward, Assistant Resident Bridge Engineer, who was closely watching the work.

1. A sign denoting "TWO WAY TRAFFIC" on one side and "DO NOT ENTER" along with "WRONG WAY" signs on the opposite side was placed some 75 feet ahead of the "FISH HATCHERY AND EAGLE CREEK" sign on the westbound lane at the easterly end of the project. This sign very effectively blocked out the Fish Hatchery sign from view when approaching it.

2. The service roadway from the new temporary highway which was a portion of the previously used highway which had just been closed, had been blocked with a section of temporary guard rail at a point just easterly from the Eagle Creek Bridge. There had been no advance warning of this closure nor were there any reflectors or lights on the barricade.

3. The temporary at grade intersection for the traffic wishing to enter or leave the newly opened highway from the Fish Hatchery or Eagle Creek area appears to be quite confined in space. They way the shoulder striping had been placed for a car going east and approaching this intersection did not especially add to the east of getting off the main roadway as it was a solid line carried at the normal outside travel lane, while there was some additional width which could be used as a short deceleration lane.

One wishing to enter the Fish Hatchery from the west must slow down and make a very sharp right-hand turn into a striped lane. This right turn has a very short radius of an estimated 30 to 40 feet. It would be virtually impossible for a truck of any size to make this turn and stay within the designated travel lane area. This area should be closely watched to see if it functions adequately, for it appears at present that it could be a potential hazard for rear-end accidents for a person slowing to make

the abrupt right hand turn. Sight distance is somewhat impaired by the curve which is westerly of this area. This appeared to be the only area where there might be trouble. Signing as set up appears adequate.

John H. Walker
Field Construction Engineer

JHW:fw

cc: F. B. Klaboe
L. W. Rulien
C. O. Fredrickson

RECEIVED
APR 16 1969
OFFICE OF
STATE HIGHWAY ENGINEER

I-80N-2(34)38

Form E-240—6M

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OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

RECEIVED
MAY 8 1969
OFFICE OF
STATE HIGHWAY ENGINEER

5
6976

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date APR 8 1969 By [signature]
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name Bonneville-Hood River County Line Date April 1, 1969

Highway Columbia River Contract No. 6976

County Multnomah and Hood River Prefix 626-1079

Contractor Rogers Construction Company F. A. Project No. I-80N-2(34)38

Address 11760 N.E. Glisan Street, Portland, Oregon 97220 Order No. 19

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Remove eroded material and small slides that occurred during winter season, repair drainage facilities and restore slopes. Remove unstable over-burden material, stumps and logs from slide areas.

Location by station numbers:

L^e Station 1786 to 1795 and 1737 to 1753
L^w Station 1777 to 1789
"A" Line Station 1770 to 1782

NOTED
F. B. KLABOE

Estimate of quantities and cost:

Equipment Rental	$2,875.00
Labor	1,800.00
Material	575.00
TOTAL	$5,250.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Grading was essentially completed by the seasonal shutdown of the project. During the winter, small slides and slope erosion has occurred blocking drainage in the ditches and fallout areas. The removed material will be placed in the project specified waste area, right of Station 1800+00.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$5,717,675.25	Space to right of this line is for use of Salem Office
Present estimate of project cost, including $5,250.00 for work under this order	$5,717,675.25	
Expected under-run / over-run amount	$ 0	
Expected under-run / over-run per cent	0	

Submitted by: /s/ C. O. Fredrickson
C.O. Fredrickson Res. Br. Engr. Resident Engineer

Approval Recommended: /s/ Alfred A. Rear
for [redacted] Bridge Engineer

Approval Recommended: /s/ Allan C. Harwood

Approved: /s/ F. D. Morgan 5-9-69

RECEIVED
MAY 9 1969
OFFICE OF
STATE HIGHWAY ENGINEER
STATE FORCES
NOT INVOLVED

6976

STATE COPY

G-1P

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date APR 1 1969 By [signature]
Title Dist. Engineer
U.S. Bureau of Public Roads

Order No. 8

Project Name Bonneville-Hood River Co. Line Section Date April 1, 1969

Highway Columbia River Contract No. 6976 F. A. Project No. I-80N-2(34)38

County Multnomah and Hood River Prefix 626-1079 Account No. 285-08

Description of Work To Be Done:

Move service line to existing oversize construction sign on east end of the above project, by use of a cantilevered arm on the existing service pole.

Location by Station Numbers:

Approximate Station 1876+10 pole #18 Multnomah Co. Line-East Cascade Locks Illumination Installation Project, Contract No. 7157.

Estimate of Quantities and Costs:

Labor, Part, & Equipment Total	$150.00

NOTED
F. B. KLABOE

Explanation: One illumination pole, for the Multnomah Co. Line-East Cascade Locks Illumination Installation Project, Contract #7157, Prefix # 614-1071, falls directly under a portion of the primary line installed under SFO #6, Service of Oversized Construction Signs, of this project.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$5,717,675.25
Present estimate of project cost, including $150.00 for work under this order	$5,717,675.25
Expected under-run / over-run (amount)	$0.00
Expected under-run / over-run (per cent)	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ C. O. Fredrickson
C.O. Fredrickson, Res. Br. Engr
Resident Engineer

Approval Recommended: /s/ Alfred A. Rear for
Bridge Engineer

Approval Recommended: /s/ Allan C. Harwood
Division Engineer

Approved: /s/ F. D. Morgan 5-9-69
Construction Engineer

RECEIVED
MAR 12 1969

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

February 27, 1969

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. W. G. Johnson

Re: Electric Slide Warning Fence Damage
February 10, 1969 (Railroad M.P. 39.52)
Bonneville-Hood River County Line Section
Columbia River Highway, Multnomah County
Project No. I-80N-2 (34) 38 - Contract No. 6976
YOUR FILE: D 315-2-127

Gentlemen:

This will acknowledge receipt of your letter dated February 24, 1969, regarding your proposal to present a bill for damage when your costs have been determined.

Very truly yours,

Forrest Cooper
State Highway Engineer

By:
F. D. Morgan
Construction Engineer

TWL:ss

cc: Rogers Construction Company
11760 N. E. Glisan
P. O. Box 17685
Portland, Oregon 97216

McGovern-Carroll Company
P. O. Box 2151
Spokane, Washington 9 210

F. B. Klaboe
L. H. Young
L. W. Rulien
C. O. Fredrickson

NOTED
F. B. KLABOE

RECEIVED
MAR 3 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 15 1969

OREGON STATE HIGHWAY DEPARTMENT

I-80N-2(34)3X

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

6976

January 13, 1969

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. W.G. Jolmson

Re: Damage-Electric Slide Warning Fence
December 20, 1968 (Railroad M.P. 39.49)
Bonneville-Hood River County Line Section
Columbia River Highway-Multnomah County
Project No. I-80N-2 (34) 38
YOUR FILE: D 315-2-127

Gentlemen:

This will acknowledge receipt of your letter dated January 6, 1969, regarding your proposal to present a bill for damage when your costs have been determined.

Very truly yours,

Forrest Cooper
State Highway Engineer

By:

F. D. Morgan
Construction Engineer

TWL:ss

cc: Rogers Construction Co.
11760 N.E. Glisan
P.O. Box 17635
Portland, Oregon 97216

McGovern-Carroll Company
P.O. Box 2151
Spokane, Washington 90210

F. B. Klaboe (w/copy of UPRR letter)
L. H. Young "
L. W. Rulien "
C. O. Fredrickson "

RECEIVED
JAN 14 1969
OFFICE OF
STATE HIGHWAY ENGINEER

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

W. G. JOHNSON
SUPERINTENDENT
OREGON DIVISION

2932 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

JANUARY 6, 1969

File Ref. D 315 - 2 - 127

U.S. Certified Mail -
Return Receipt Requested (3)

Routing

Morgan
Docker
Bond
Walker
Boehme
Johnsen

RECEIVED
JAN 13 1969
CONSTRUCTION DIVISION

Peart
Swan
Glenn
Litchfield
Gallagher
Stein

Mr. F. D. Morgan,
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

Atten: Mr. T. W. Litchfield,
Utilities Liaison Engineer

Dear Sir:

Bonneville-Hood River County Line Section,
Columbia River Highway, Multnomah County
Project I-80N-2(34)38

In connection with operations of Rogers Construction Co. on the above-captioned State Highway project, the Railroad's electric slide warning fence at MP 39.49 was damaged at 7:40 AM on December 20, 1968.

To cover Railroad's cost, it is expected that a bill will be prepared and presented to State's Contractor.

Will you kindly acknowledge your receipt of this letter?

Yours very truly,
W. G. Johnson

cc: Rogers Construction Co.
11760 N. E. Glisan
P. O. Box 17635
Portland, Oregon 97216

McGovern-Carroll Company
P. O. Box 2151
Spokane, Wash. 90210

Form E-208—5M

G-1P

OREGON STATE HIGHWAY DEPARTMENT

I-8 4(4)76

RECEIVED
MAR 5 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Contingent upon [illegible] of project agreement if additional funds are [illegible]

FEB Date 1969 [signature] Dist. Engineer

U.S. Bureau of Public Roads

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Date December 18, 1968

Project Name Bonneville-Hood River County Line

Contract No. 6976

Highway Columbia River

Prefix 626-1079

County Multnomah and Hood River

F. A. Project No. I-80N-2(34)38

Contractor Rogers Construction Company

Order No. 4 Supplement #2

Address 11760 N.E. Glisan St., Portland, Oregon 97220

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Furnish and install signing for traffic protection on westbound lanes while they are carrying two-way traffic. Additional funds are necessary to bring construction signing to current safety standards, and new signs are to be used to facilitate re-routing of traffic.

NOTED
F. B. KLABOE

Location by station numbers:

Station 1737+00 to 1812+75

Estimate of quantities and cost:

Labor, equipment and material	$11,000.00
Original authorization (EWO #4 plus Suppl. #1)	5,000.00
Total, this supplement	$ 6,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Installation of construction signing to properly guide and protect traffic throughout project limits not included as contract item. 1. Re-use existing signs to extent possible. 2. Obtain signs from stock-pile of previously used I-state signs, if available.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$5,717,675.25
Present estimate of project cost, including $16,000.00 for work under this order	$5,717,675.25
Expected under-run / over-run amount	$
Expected under-run / over-run per cent	

Space to right of this line is for use of Salem Office

Submitted by: /s/ C. O. Fredrickson, Resident Engineer

Approval Recommended: /s/ Alfred A. Rear, for Bridge Engineer

Approval Recommended: /s/ Allan C. Harwood, Ass't. Division Engineer

Approved: /s/ F. D. Morgan 2-6-69

FOR FILING
OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

RECEIVED
DEC 23 1968

I-80N-2(34)38

6976

December 18, 1968

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. W. G. Johnsen

Re: Damage-Electric slide warning fence
(R.R. M.P. 39.48)
Bonneville-Hood River County Line Section
Columbia River Highway
Multnomah County
Project No. I-80N-2 (34) 38
Contract No. 6976
YOUR FILE: D 315 - 2 - 127

Gentlemen:

This will acknowledge receipt of your letter dated December 11, 1968, regarding your proposal to present a bill for damage when your costs have been determined.

Very truly yours,

Forrest Cooper
State Highway Engineer

By:

F. D. Morgan
Construction Engineer

TWL:ss

cc: Rogers Construction Co.
11760 N.E. Glisan
P.O. Box 17635
Portland, Oregon 97216

McGovern-Carrol Company
P.O. Box 2151
Spokane, Washington 90210
F. B. Klaboe (w/copy of UPRR letter)
L. H. Young "
L. W. Rulien "
C. O. Fredrickson "

RECEIVED
DEC 18 1968
OFFICE OF
STATE HIGHWAY ENGINEER

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

W. G. JOHNSON
SUPERINTENDENT
OREGON DIVISION

3525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

DECEMBER 11, 1968

File Ref. D 315 - 2 - 127

CERTIFIED MAIL -
Return Receipt Requested *

Mr. F. D. Morgan,
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

Atten: Mr. T. W. Litchfield,
Utilities Liaison Engineer

Dear Sir:

Bonneville-Hood River County Line Section,
Columbia River Highway, Multnomah County
Project I-80N-2(34)38

This is to advise that as result of operations by Rogers Construction Co. on the referenced project, the Railroad's electric slide warning fence at MP 39.48 was damaged at 3:15 PM on November 26, 1968, necessitating repairs by our Signal forces.

As a consequence it is expected that a bill for this work will be prepared and presented to the State's contractor.

Will you please acknowledge receipt of this letter?

Yours very truly,

W. G. Johnson

* cc: Rogers Construction Co.
11760 N. E. Glisan
P. O. Box 17635
Portland, Oregon 97216

* McGovern-Carroll Company
P. O. Box 2151
Spokane, Wash. 90210

Routing

Morgan
Docker
Bond
Walker
Boehme
Johnsen

RECEIVED
DEC 17 1968
CONSTRUCTION
DIVISION

Posse
Swan
Glenn
Litchfield
Sam

RECEIVED
DEC 19 1968
FOR FILING

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION
GENERAL CLAIMS DEPARTMENT

ROOM 870, PITTOCK BLOCK
10TH & WASHINGTON STREETS
PORTLAND, OREGON 97205

M. E. HURD
DISTRICT CLAIM AGENT

December 16, 1968

I-82N-3(34)38
6976

3609-67

State Highway Commission
State of Oregon
Salem, Oregon 97310

Rogers Construction Company
11760 N. E. Glisan Street
Portland, Oregon 97220

Rathbone, King & Seeley
Board of Trade Building
Portland, Oregon 97204

Industrial Claims Service
Board of Trade Building
Portland, Oregon 97204

(CC - Mr. D. W. McBride)

Gentlemen:

Please refer to prior correspondence regarding the personal injuries of Paul Evans, Section Foreman, and Den R. Seaton, Signal Maintainer, near Hood River, Oregon, August 16, 1967.

As stated in our letter of November 22, 1968, we had previously settled the claim of Den R. Seaton for the sum of $750. On December 3, 1968, having heard nothing from any of you in response to our letter of November 22, we effected settlement of the claim of Paul Evans for the sum of $40,000.00. A full release was obtained, copy of which we will be glad to furnish if you desire.

We now request reimbursement from you and each of you of the amounts paid in settlement of these claims.

12-19
Copies to Porter Rohde

Sincerely,

Melvin E Hurd

Melvin E. Hurd,
District Claim Agent

RECEIVED
DEC 19 1968
OREGON
STATE HIGHWAY COMMISSION

NOTED
FLOYD QUERY

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION
GENERAL CLAIMS DEPARTMENT

NOTED
JACK L. SOLLIS

M. E. HURD
DISTRICT CLAIM AGENT

RECEIVED
NOV 25 1968
LEGAL & RIGHT OF WAY

November 22, 1968

ROOM 870, PITTOCK BLOCK
10TH & WASHINGTON STREETS
PORTLAND, OREGON 97205

3609-67

Legal + RW

State Highway Commission
State of Oregon
Salem, Oregon 97310

Rogers Construction Company
11760 N. E. Glisan Street
Portland, Oregon 97220

Rathbone, King & Seeley
Board of Trade Building
Portland, Oregon 97204

Industrial Claims Service
Board of Trade Building
Portland, Oregon 97204

(CC - Mr. D. W. McBride)

Gentlemen:

Please refer to our letter of September 18, 1968, regarding the personal injuries of Paul Evans, Section Foreman, and Den R. Seaton, Signal Maintainer, near Hood River, Oregon, August 16, 1967.

As advised in that letter, we are attempting to effect settlement of these claims in the best interests of all concerned. On October 18, 1968, we settled the claim of Den R. Seaton for the sum of $750.00 and obtained a full release. If you desire a copy of the release we will be glad to furnish it.

We now have a firm offer by Mr. Paul Evans that he will accept the sum of $40,000.00 in full settlement of his claim. In our opinion this would be a reasonable settlement; and unless we receive prompt objection from one or more of you, we propose to effect settlement on that basis.

If you desire any further information about the claims, please let us know promptly.

RECEIVED

Sincerely,

Melvin E. Hurd

Melvin E. Hurd,
District Claim Agent

Form [illegible]

RECEIVED
DEC 3 1968
OFFICE OF
STATE HIGHWAY ENGINEER

I-80N-2(34)38
671

STATE COPY

G-1P

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

[illegible]
NOV 7
Date 1968
Dist. Engineer
U.S. Bureau of Public Roads

Project Name Bonneville-Hood River County Line Date November 7, 1968

Highway Columbia River Contract No. 6976

County Multnomah Prefix 626-1079

Contractor Rogers Construction Company F. A. Project No. I-80N-2(34)38

Address 11760 N.E. Glisan Street, Portland, Oregon 97220 Order No. 18

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Revise position of lateral bracing near bents 2, 4, 6 and 8 on the Ruckel Creek Overcrossing, Bridge No. 9337. This change necessary due to conflict with drain pipes from deck drains.

Location by station numbers:

Between "L^W" Sta. 1791+22 and "L^W" Sta. 1800+45.

NOTED
E. B. KLEIN

Estimate of quantities and cost:

Material	$100.00
Labor and Equipment	500.00
TOTAL	$600.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Conflict between lateral bracing and drain pipes was not apparent until drain pipes were being installed. Removal of bracing required for placing of pipes and modification of details required to reinstall bracing.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$5,717,675.25	
Present estimate of project cost, including $600.00 for work under this order	$5,717,675.25	
Expected under-run / over-run amount	$	
Expected under-run / over-run per cent		

Submitted by: /s/ C. O. Fredrickson
Resident Engineer

Approval Recommended: /s/ Alfred A. Rear
for
Bridge Engineer

Approval Recommended: /s/ D. H. Haller, Jr.
Ass't.
Division Engineer

Approved: /s/ F. D. Morgan 12-3-68

STATE COPY

Form E-[illegible]

G 1-P

OREGON STATE HIGHWAY DEPARTMENT

RECEIVED
NOV 21 1968
OFFICE OF
STATE HIGHWAY ENGINEER

I-[illegible]

Approved
Contingent upon modification of project agreement if additional funds are required.
Date NOV 24 1968 By F.D. Morgan
Title Asst. Engineer
U.S. Bureau of Public Roads

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Bonneville-Hood River County Line — Date October 24, 1968

Highway Columbia River — Contract No. 6976

County Multnomah and Hood River — Prefix 626-1079

Contractor Rogers Construction Company — F. A. Project No. I-80N-2(34)38

Address 11760 NE Glisan Street., Portland, Oregon 97220 — Order No. 17

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Drill holes and grout for type 2 fence posts in solid rock where a protective fence is needed at abrupt edge of the "old" highway at Tooth Rock. The furnishing and installation of the fence will be done at bid price (item #58).

(See accompanying pictures and sketch map of area.)

Location by station numbers: 300 feet of type 2 fence along "old" (1920 vintage) highway grade right of LW Line Sta. 1757+50 - 1760+50.

Estimate of quantities and cost:

Labor	$200
Equipment	75
Material	25
TOTAL	$300

NOTE: E. B. ELKINS

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The need for this protective fence was not anticipated nor included in the project plans. The posts must all be grouted into solid rock. There is an extreme hazard here at the abrupt dropoff. The view is an attraction to hikers.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$5,717,675.25	
Present estimate of project cost, including $ 300 for work under this order	$5,717,675.25	
Expected under-run / over-run amount	$ -	
Expected under-run / over-run per cent	-	

Submitted by: /s/ C. O. Fredrickson, Resident Engineer

Approval Recommended: /s/ Alfred A. Rear for Bridge Engineer

Approval Recommended: D. H. Haller, Ass't. Division Engineer

Approved: /s/ F. D. Morgan 11-21-68

STATE COPY

Form E-200—4M

G-1P

OREGON STATE HIGHWAY DEPARTMENT

RECEIVED
NOV 20 1968
OFFICE OF
STATE HIGHWAY ENGINEER

Contingent upon ... project agreement ...

NOV 4 1968 A.C. Rogers
... Dist. Engineer
U.S. Bureau of Public Roads

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Bonneville-Hood River County Line — Date October 22, 1968

Highway Columbia River — Contract No. 6976

County Multnomah and Hood River — Prefix 626-1079

Contractor Rogers Construction Co. — F. A. Project No. I-80N-2(34)38

Address 11760 NE Glisan St., Portland, Oregon 97220 — Order No. 16

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Repair rock masonry wall and balustrade.

NOTED
F. B. KLABOE

Location by station numbers: "A" line Sta. 1780 = 1783+50 (Rock wall)

"A" line Lt. Sta. 1782 (Balustrade)

Estimate of quantities and cost:

Labor	$ 700
Equipment	400
Material	100
TOTAL	$1,200

$500 set up in Project Authorization for "Repair Balustrade".

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
The repair of the balustrade was anticipated and $500 was set up in the Project Author. for this purpose. The rock wall along the "old" hwy. (A line) is worthy of some minimum repairs, such as patching cracks, straightening, refinishing the concrete cap, etc. Retention and repairs of the rock wall will delete approximately 225 feet of guard rail from the project plans.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$5,717,675.25
Present estimate of project cost, including $ 1,200 for work under this order	$5,717,675.25
Expected under-run / over-run amount	$ -
Expected under-run / over-run per cent	-

Space to right of this line is for use of Salem Office

Submitted by: /s/ C. O. Fredrickson, Resident Engineer

Approval Recommended: /s/ Alfred A. Rear for Bridge Engineer

Approval Recommended: /s/ D. H. Haller, Jr. Ass't. Division Engineer

Approved: /s/ F. D. Morgan 11-20-68

RECEIVED
OCT 17 1968

UNITED STATES GOVERNMENT

Memorandum

I-80N-2(34)38

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

0716

FROM : For R. E. Simpson, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
477 Cottage Street, NE
Salem, Oregon 97301

DATE: October 14, 1968

In reply refer to: 08-35.4-DA

SUBJECT: Oregon Project I-80N-2(34)38
Bonneville-Hood River County Line
State Force Order No. 4 - Supplemental #1
Total Estimated Amount of the Order: $4,600
Federal Participation: $4,140

Reference is made to Mr. Young's letter of October 1, 1968, concerning the subject order.

We are approving the use of State Forces as being in the public interest under provision of PPM 21-6.2 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has the necessary special striping equipment and trained personnel to perform the work most economically.

Striping to be performed should be in conformity to the requirements of the Manual on Uniform Traffic Control Devices and will thus be eligible for participation under the provisions of Paragraph 6 of PPM 21-15.

Federal participation will be on the actual cost basis price for striping. The estimated total costs of the work to be done under this order is $4,600 with Federal participation of $4,140.

Enclosure

10-17-68

REFERRED TO Young Wlenc.
BY ASST. STATE HWY. ENGR

RECEIVED
OCT 17 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-188—5M 10

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contingent upon federal project agreement if additional funds are required.

AUG 7 1968 By L. Steen
Title Dist. Engineer
U.S. Bureau of Public Roads

Order No. 4 Supp. #1

Project Name Bonneville-Hood River County Line Section Date September 18, 1968

Highway Columbia River Contract No. 6976 F. A. Project No. I-80N-2(34)38

County Multnomah and Hood River Prefix 626-1079 Account No. 278-04

Description of Work To Be Done:

Revise construction striping throughout project limits to provide for two-way traffic on future westbound lanes during period when future eastbound lanes are being reconstructed. Work to include placing of double yellow plastic stripe on finished pavement and structures, temporary painted islands and other traffic control striping as required.

Location by Station Numbers:

Sta. 1737+00 to 1812+75.07

Estimate of Quantities and Costs:

Temporary Striping	
Labor	$1,000
Equipment	2,000
Material	1,600
Total	$4,600

Explanation:

Contractor not equipped for operation of this type at reasonable cost. Sight distance and alignment of highway requires thorough striping for two-way operation. Tape recommended for stripes on permanent pavement and structures for ease of removal. Painted areas will be obliterated with final lift of pavement.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 5,717,675.25
Present estimate of project cost, including $ 4,600.00 for work under this order	$ 5,717,675.25
Expected under-run / over-run (amount)	$ -
Expected under-run / over-run (per cent)	-

Space to right of this line is for use of Salem Office

Submitted by: /s/ C. O. Fredrickson, Resident Engineer

Approval Recommended: /s/ Alfred A. Rear, for Bridge Engineer

Approval Recommended: /s/ Allan C. Harwood, Division Engineer

Approved: /s/ L. H. Young, Assistant State Highway Engineer

This order does not ...

RECEIVED
OCT 2 - 1968

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 30, 1968

I-205-N-2(34)34
6976

To: Memo To Files

SUBJECT: Paint For Bonneville - Hood River County Line Project
Contract 6976
Source - Jarvie Paint Co., Seattle

There follows a brief review of the Materials Division involvement in the current paint quality contentions for subject project.

1. During September and October, 1967, 8 paint samples, comprising 4 formulations (317-64: 12-64: 13-64: 14-64:), were received for test. In January of 1968 another sample representing formula 317-64 was received. All samples were submitted by Herman Adalist Associates, our hired representative in Seattle.

   Of the 9 samples only 2 were identified with a batch number. No quantity represented was shown for any of the 9.

   Test reports were distributed showing compliance with specifications for all 9 samples although a deficiency of from 0.5 to 1 percent pigment was indicated for 4 samples, and 0.9 percent excess pigment for a 5th sample. All were considered to be in substantial compliance with specifications. Subsequent to receiving the reports, Adalist allowed shipment to the Contractor.

2. At the point of application, apparently N. W. Steel Fabricators, Vancouver, it was noted by the State Inspector that there were batches being used, or to be used, which were not covered by test reports. Herman Adalist was requested by letter, August 9, 1968, to supply data from their records, and those at Jarvie Paint Co., which would identify batch numbers with the 9 samples previously taken, tested, and reported. A report from Adalist, dated August 20, 1968, includes information from their records, Jarvie Paint Company records, and Isaacson's receiving reports.

RECEIVED
OCT 1 1968
OFFICE OF
STATE HIGHWAY ENGINEER

At this point a total of 1295 gals; 670 gals. of formula 14-64, batch 2745; 300 gals. of formula 317-64 batch 2737; and 325 gals. of formula 317-64 batch 3040; can be documented as being in substantial compliance with specifications.

3. In an attempt to identify paint supply at N. W. Steel Supply, Vancouver, with that at Isaacson Iron Works, Seattle, samples were taken, August 20, and 21, at each location, of the same batch numbers, and sent to this laboratory for analyses. The results of these tests are so variable from each other and from specifications that improper sampling is obvious. These results are ignored.

4. On approximately September 18, 1968, a 5 gallon can of each of three formulations; 13-64, batch 3817; 14-64, batch 2745; 317-64 batch 3030; were picked up at Isaacson Iron Works, Seattle, and taken to Jarvis Paint Company. At this plant, under the observation of a Herman Adalist representative, the three 5 gal. cans were thoroughly mixed and sampled. One sample of each was sent to this laboratory, 1 each to Bennetts Chemical Laboratory, Tacoma, and 1 each retained by Jarvis Paint Company. The results of tests by these three laboratories are remarkably close in all respects. Further, the results from the 3 laboratories showing percent pigment are remarkably close to those obtained by this laboratory on samples identified as being taken from the same batches approximately a year earlier.

In view of the duplicity of test results on samples taken at random from storage with those taken at the Manufacturers plant a year earlier, this office will certify that paint used on subject project, to and including September 1968, documented as being manufactured by Jarvis Paint Company, is in substantial conformance to specifications in regard to composition. Satisfactory application, concerning uniformity and thickness, to be determined by the Project Engineer.

O. A. WHITE
Engineer of Materials & Research

OAW:zf

cc: L. Shaw
I. Merchant
L. Rulien
C. Fredrickson
E. Rief

FORM E-123
RECEIVED
SEP 17 1968
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
FRED W. HILD, VICE-CHAIRMAN
PENDLETON
THADDEUS B. BRUNO, MEMBER
PORTLAND
FOR FILING
I-80N-2(34)38
6776

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

NOTED
R. L. PORTER

September 16, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street NE
Salem, Oregon

Oregon Project
I-80N-2[34]38
File 37768
Bonneville - Hood
River County
Line Section
Columbia River Hwy.

Dear Mr. Simpson:

This will reply to your August 30, 1968, letter requesting additional information on the subject file.

The property, consisting of 18 landlocked acres, under consideration in this file lies southerly of the freeway. The railroad track lies northerly of the freeway.

Although the railroad company carries the affected parcel on its books as operating property, it would be impossible to place railroad trackage on it, as the area involved is a timbered slope. For all practical purposes, the area is nonoperating railroad property.

Attached is a right-of-way map whereon is shown the parcel involved in relation to the highway right of way and the railroad right of way through the area.

Very truly yours,

G. E. ROHDE
Chief Counsel

DHM:JP
Attachment
cc R. L. Porter
F. B. Klaboe
L. H. Young
C. H. Maison

D. H. Moehring
Right of Way Engineer
/s/ att.
G. E. Rohde
T. W. Litchfield
M. R. Mitchell

RECEIVED
SEP 17 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 3 1968

UNITED STATES GOVERNMENT

Memorandum

I-80N-2(16)-8 KLAHOE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

477 Cottage St. NE. - Salem OR 97301

DATE: August 30, 1968

In reply refer to: 08-35-EC/440
X I-80N-2(16)

6976

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-2(34)38 Bonneville - Hood River
Union Pacific Railroad Company Agreement

Mr. Moehring's July 18, 1968 letter requested relief from our January 25, 1967 stipulation on UPRR parcel 37768. Our stipulation was intended to insure access control from the railroad from Troutdale to The Dalles in compliance with Interstate Access standards. We recognize that under Section 13 of the March 31, 1967 Railroad Agreement that access control has been obtained for the 1.5 mile section out of the approximately 70 mile segment.

We further realize that many elements such as certain gates, Fremont Bridge, and other conflicts are considered by the Railroad as prerequisites to their yielding the access rights. Nevertheless we must continue to strongly urge you to obtain full control of access on I-80N.

With the above understanding we will release our Parcel 37768 stipulation under paragraph 2 of Mr. Dec's January 25, 1967 memorandum. Federal participation in the parcel may be obtained when you have complied with the requirements of paragraph 7 of the same memorandum which requires support that the damage payment of $12,500 is for the relinquishment of access rights to non-operating railroad property.

Please note that we have not released the stipulation concerning Federal participation in the pro rata share of the railroad costs under I-80N-2(16)38. We will continue to hold this item as nonparticipating in the interest of obtaining the access control. We again would like to reiterate our October 13, 1967 request for a progress report on your progress in obtaining access control on this portion of I80N.

9-4-68
REFERRED TO
Moehring - Young
BY ASST. STATE HWY. ENGR
Litchfield

RECEIVED
SEP 3 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-123

RECEIVED
AUG 9 1968
COMMISSIONERS
GLENN L. JAMIESON, CHAIRMAN
MEDFORD
FRED W. HILL, MEMBER
PENDLETON
FILE COPY
THADDEUS B. BRUNO, MEMBER
PORTLAND
I-80N-2(34)38
6176
RECEIVED
AUG 9 1968
LEGAL & RIGHT OF WAY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 8, 1968

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. W. G. Johnson

RE: Riprap on UPRR Access Road
("AR" Line)
Bonneville-Hood River Co. Line Section
Columbia River Highway
Multnomah County
Project No. I-80N-2(34)38
Contract No. 6976
YOUR FILE: D 315 2-127

Gentlemen:

Please refer to the last paragraph of my letter dated August 5, 1968, wherein I indicate "the State plans to take further action on this road at this time."

Please correct the final sentence of that letter to read as follows: "Inasmuch as the State is required to maintain this road, as set forth in Section 4, Page 7a of the Railroad-State Agreement dated March 31, 1967, the State plans to take no further action on this road at this time."

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

NOTED
F. B. KLABOE

TWL:ss:fw

bc: R. E. Simpson
F. B. Klaboe
E. S. Hunter
L. W. Rulien
W. J. Scofield
C. O. Fredrickson

RECEIVED
AUG 9 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 10 1968

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
FRED W. HILL, MEMBER
PENDLETON
THADDEUS B. BRUNO, MEMBER
PORTLAND

I-80N-2(34)38
6416

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 5, 1968

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. W. G. Johnson

Re: Riprap on UPRR Access Road
("AR" Line)
Bonneville-Hood River County
Line Section
Columbia River Highway
Multnomah County
Project No. I-80N-2 (34) 38
Contract No. 6976
YOUR FILE: D 315-2-127

Gentlemen:

This is in reply to your letters of May 29 and July 1, 1968 concerning the top elevation and quality of the riprap placed on the railroad access road, which is designated as the "AR" Line on the Construction Plans of the above-captioned project. Following receipt of those two letters we requested our field office to make a thorough investigation of this subject and comment on your allegations.

You will find attached six pictures, which were taken during the construction of the "AR" Line showing the size and type of material contained in both the embankment and the riprap. From these pictures you can see that the embankment and riprap materials are of high quality and conform to our specifications. Present investigation in the field will not indicate the size and quality of riprap actually present. This is because the contractor bladed a considerable amount of small material over the bank when finishing the roadway and covered the riprap.

The elevation of the top of the riprap is as shown on the construction plans. Inasmuch as the State is required to maintain this road as set forth in Section 4, Page 7a of the Railroad-State Agreement dated March 31, 1967, the State plans to take further action on this road at this time.

Very truly yours,

TWL:ss

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

RECEIVED
AUG 6 1968
OFFICE OF
STATE HIGHWAY ENGINEER

cc R. E. Simpson (W/copy of UPRR letter)
H. B. Klaboe "
E. S. Hunter "
L. W. Rulien "
W. J. Scofield "
C. O. Fredrickson "

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

W. G. JOHNSON
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

JULY 1, 1968

FileRef. D 315 - 2 - 127

Mr. F. D. Morgan,
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

Atten: Mr. T. W. Litchfield,
Utilities Liaison Engineer

Dear Sir:

Bonneville - Hood River County Line Section
Columbia River Highway

Referring to my letter of May 29 requesting the State to place riprap on the railroad access road embankment to an elevation higher than that called for in State's plans per detail shown on Sheet 2-D:

Aside from the riprap not being installed to sufficient height, the riprap that has been provided by State's Contractor is not uniformly placed and does not appear to contain sufficient large size rock. Will you please arrange to correct this condition in line with my letter of May 29?

Yours very truly,

W. G. Johnson
HOD

COPY TO LW RULIEN

Routing E

Morgan
Decher
Bond
Barbee
Walker
Glenn
Swan
Scott
Litchfield
Olson

RECEIVED
CONSTRUCTION
DIVISION

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

W. G. JOHNSON
SUPERINTENDENT
OREGON DIVISION

2325 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

May 29, 1968

D 315-2-127

Routing

Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan

Lowe
Murdock
Trout
Scott
Wills
Litchfield
Olsen

RECEIVED
CONSTRUCTION
DIVISION

Mr. F. D. Morgan
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

ATTENTION: Mr. T. W. Litchfield
Utilities Engineer

Dear Sir:

Bonneville - Hood River
County Line Section
Columbia River Highway

It has been brought to my attention that State's plans on the captioned project call for placing of riprap to elevation 78 on the Railroad access road embankment per detail shown on Sheet No. 2-D of the plans.

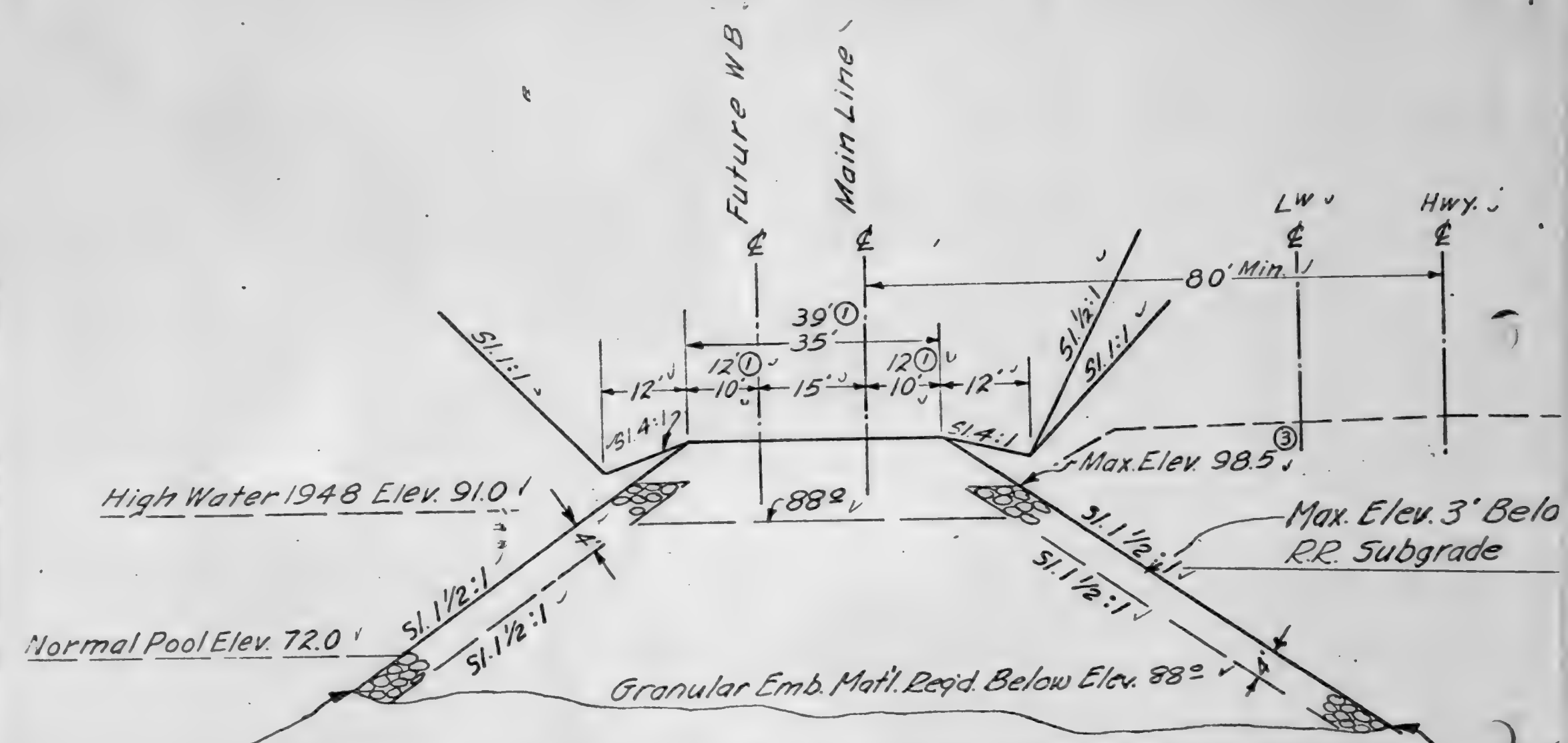
This is an apparent oversight, inasmuch as the high water elevation of 91.0 feet, as recorded in 1948, has been used as a basis for establishing slope protection on other projects immediately upstream from the Bonneville Dam. Will you, therefore, please handle with your contractor and arrange for placing of riprap to elevation 91.0, the low point in the access road's grade line.

As you know, we normally require slope protection to be established higher than the high water mark to protect Railroad's facilities; however, due to need to provide adequate vertical clearance for the roadway under our bridge, the minimum elevation of 91.0 feet has been accepted by us in design of the access road.

Very truly yours,

W. G. Johnson HBD
W. G. Johnson
Superintendent

Copies to FB Klabus
LW Rulien
Geo. Hopkins
FD Morgan
6-5-68
F



STA. R.R. 305+10.54 to STA. R.R. 361+50.09

425+00.00 to 441+55.61

503+73.90 to 520+00.00 ②

674+46.46 to [EQUA. RR 733+15.58 Bk. / RR 740+08.75 Ah.] 748+15.

794+53.46 to 879+91.06

Rock Slope Protection on Emb. ④

Approx. Sta. 318+90 to Sta. 350+50

357+00 to 362+00

425+00 to 440+00

503+00 to 522+00

684+50 to 744+50

801+00 to 827+00

836+50 to 868+50

...s Track.

...s Track.

...e.

RECEIVED
JUL 26 1968
FOR FILING

I 111-1(-1) 3D

6911

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
July 23, 1968

To: Memo to the File

SUBJECT:
Bonneville-Hood River Co Line
Columbia River Highway
Contract No. 6976

At the request of Mr. Porter, I questioned Chuck Fredrickson, resident engineer on the subject contract, and people in the materials inspection office here in Portland relative to the strike at Isaacson's plant which has delayed delivery of the structural steel. Fredrickson advised me that the strike, which had halted work at Isaacson's plant, had been settled and resumption of fabrication was anticipated in the next couple of days.

As I understand it, the initial strike, which started April 3, 1968, involved machinists and at a later date the machinists were joined by other affiliated members. The strike by certain of the affiliated unions was settled several weeks ago, and some plants were able, at that time, to return to work. The majority of the steel for the Bonneville job is being fabricated at Isaacson's plant in Seattle and, at the time of the strike, was in various stages of completion.

Spans 5, 9 and 10 are being fabricated by N.W. Steel Fabricators here in the Portland area, and are essentially complete. Work on these spans halted when the strike hit Isaacson because, without the spans Isaacson was working on, these spans could not be erected. Plants in the Portland area which are capable of fabrication of the steel include Fought & Company, Gunderson Bros., American Pipe and Construction Co., N.W. Steel Fabricators, and others. As far as I know, these plants were not affected by the strike, except at American Pipe where I understand workers were crossing the picket lines.

L. W. Rulien
Division Engineer

NOTED
R. L. PORTER

by
A. C. Harwood
Asst. Division Engineer

RECEIVED
JUL 25 1968
OFFICE OF
STATE HIGHWAY ENGINEER

ACH:fb
cc R. L. Porter
I. D. Merchant
C. O. Fredrickson

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
FRED W. [illegible], MEMBER
PENDLETON
THADDEUS B. BRUNN, MEMBER
PORTLAND

RECEIVED
JUL 19 1968
FOR FILING

I-10N-2(34)38
6976

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 17, 1968

NOTED
R. L. PORTER

Rogers Construction Co.
~~11760~~ N. E. Glisan Street
Portland, Oregon 97220

Re: Injury to Railroad Employees
Bonneville-Hood River County Line Section
Columbia River Highway
Contract No. 6976

Gentlemen:

On June 3, 1968, Jack Sollis, staff attorney, forwarded to you a copy of a letter from the Union Pacific Railroad with respect to a claim concerning injuries to two of their employees on August 16, 1967.

Apparently it is the contention of Union Pacific that in the event the railroad is held for any liability or responsibility on this matter, they will look for reimbursement from the State pursuant to the terms of the above contract.

We would appreciate a reply to our letter of June 3, 1968, so that we can be advised as to what action, if any, your company has taken on this matter.

Yours very truly,

G. E. ROHDE
Chief Counsel

By

FRANK C. McKINNEY
Assistant Counsel

FCMcK:ks

cc: R. L. Porter
F. B. Klaboe
Union Pacific Railroad
Rathbone, King & Seeley
Allstate Insurance

RECEIVED
JUL 18 1968
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD

FRED W. HILL, MEMBER
PENDLETON

THADDEUS B. BRUNO, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 17, 1968

Mr. Melvin E. Hurd
Union Pacific Railroad Company
General Claims Department
Room 870, Pittock Block
Portland, Oregon 97205

Re: Injury to Railroad Employees
Bonneville-Hood River County Line
Columbia River Highway
Contract No. 6976

Dear Mr. Hurd:

Please find enclosed herewith copy of my letter to Rogers Construction Company.

To the best of my knowledge they have never replied to Mr. Sollis' letter to them of June 3, 1968.

In your letter of May 28, 1968, you set forth no facts concerning the accident other than to say that two of your employees were operating motor cars and became involved in an accident. We would appreciate being furnished further facts and information regarding the accident and how the construction work in any manner contributed to the same.

I will keep you advised as to any reply from Rogers Construction.

Very truly yours,

G. E. ROHDE
Chief Counsel

By

FRANK C. McKINNEY
Assistant Counsel

FCMcK:ks
enclosure

cc: R. L. Porter
F. B. Klaboe

Form E-208—5M

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

I-80N-2(34)38
176

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Contingent upon modification of project agreement if additional funds are required.

Date JAN 26 1967 E. H. Gladson Title Dist. Engineer

U.S. Bureau of Public Roads

Project Name Bonneville-Hood River County Line Section Date July 3, 19 68

Highway Columbia River Contract No. 6976

County Multnomah Prefix 626-1079

Contractor Rogers Construction Co. F. A. Project No. I-80N-2(34)38

Address 11760 N.E. Glisan St. Portland, Oregon 97220 Order No. 1 supplemental #1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: State participation in contractor's flagging costs in accordance with the standard specifications for highway construction 1964.

(1) Maximum rental rates to be in accordance with State A.G.C. agreement.
(2) Percentage to be allowed the contractor is in accordance with the executed contract and admendments for this project.

Location by station numbers:

Throughout project - Sta. 1737 to 1813

Estimate of quantities and cost:

Flagging . . . . . $5,000.00 (this E.O.W.)

Project Authorization $10,000.00
Total to date. $15,000.00

NOTED
F. B. KLABOE

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") State participation in contractor's flagging costs as called for in the 1964 Standard Specifications Article No. 7.30.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization . . . . . $ 5,717,675.2

Present estimate of project cost, including $ 5,000.00 for work under this order $ 5,717,675.2

Expected under-run / over-run amount . . . . . $ –

Expected under-run / over-run per cent . . . . . –

Space to right of this line is for use of Salem Office

Submitted by: /s/ C.O. Fredrickson Resident Engineer

Approval Recommended: /s/ Allan Harwood Division Engineer

Approval Recommended: /s/ Alfred A. Rear Construction Engineer for Bridge Engineer

Approved: /s/ L. H. Young Deputy State Highway Engineer

RECEIVED
JUN 1 - 1968
ENGINEERING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
FRED W. ...
PENDLETON
THADDEUS B. BRUNO, MEMBER
PORTLAND

I-80N 2(34) 38
6976

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 24, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Re: Elevation of Riprap
UPRR Access Road
Bonneville-Hood River Co. Line Sec.
Columbia River Highway
Multnomah County
Project No. I-80N-2 (34) 38

Dear Sir:

Herewith you will find two (2) copies of a letter from the Union Pacific Railroad Company dated May 29, 1968, wherein they request the top elevation of riprap protecting the access road, constructed on the above-captioned project along Eagle Creek, be raised from 78' to 91'.

While the Railroad did approve the plans for this project, you will note on Bridge Drawing No. 21543, showing the layout of the Eagle Creek viaduct, that the maximum high water elevation is 82.5'. It appears that the elevation shown on the typical section of the Railroad access road on Sheet 2D is in error, and that a raise in the elevation of riprap may be in order. However, there is some question in our minds if the elevation 91' is needed at this location, The elevation shown on the cross section attached to the Railroad's letter was used on the Cascade Locks-Mitchell Point Section, and the highest elevation of record in the Eagle Creek area was 82.5' as recorded in 1948. The maximum high water in Cascade Locks at that same time was 89'. The difference in elevation was caused by the Columbia River Channel being quite narrow near the Bridge of the Gods, which is located upstream from the mouth of Eagle Creek. Therefore it appears to this office that elevation 86 would be adequate to protect the Railroad's facility here, since the water is tranquil in this area and the wave action is not as severe as in the Columbia River.

We recommend, therefore, that the elevation of riprap along the railroad access road be raised from elevation 78 to elevation 86 and request your approval to proceed with this work. Inasmuch as the road has been constructed as shown on the plans, the contractor will be faced with some extra cost to select material and import it to the site. Therefore we will probably need to execute either a price agreement or an extra work order with the contractor to cover this additional cost.

Very truly yours,

TWL:ss

cc: F. B. Klaboe
V. L. Gallagher

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

RECEIVED
JUN 28 1968
OFFICE OF
STATE HIGHWAY ENGINEER

Form B-300—68

I-80N-2(34)38
6976.

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

A TRUE COPY
Contingent upon modification of project agreement if additional funds are required
E-1-P
APR 1 — 1968
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name Bonneville-Hood River County Line Date June 20, 1968

Highway Columbia River Contract No. 6976

County Multnomah & Hood River Prefix 626-1079

Contractor Rogers Construction Co. F. A. Project No. I-80N-2(34)38

Address 11760 N.E. Glisan St. Portland, Oregon 97220 Order No. 14 supplemental #1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Remove dangerous rock slide formation on existing Tooth Rock south of span #10 Eagle Creek Viaduct Structure. Work has included removal and disposal of rock, and also includes scaling of finished rock face.

Location by station numbers:

LW Station 1760+35 to LW Station 1760+95

RECEIVED
JUL 10 1968
OFFICE OF
STATE HIGHWAY ENGINEER

Estimate of quantities and cost:

Insurance and Blasting Consultant Fees	$10,000
Previous E.W.O. #14 Authorization	20,000
Total for Job	$30,000

NOTED
F. B. KLABOE

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Due to the difficulty involved in the blasting operations, a large amount of consultation was necessary. This, along with PL and PD, and Builder's Risk Coverage Insurance, which was not included in the original E.W.O. justify this request.
Work under this E.W.O. is essentially complete.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$5,717,675.25	
Present estimate of project cost, including $ 10,000 for work under this order	$5,717,675.25	
Expected under-run / over-run amount	$ —	
Expected under-run / over-run per cent	—	

Submitted by: /s/ Charles O. Fredrickson, Resident Engineer
Charles O. Fredrickson

Approval Recommended: /s/ Alfred A. Rear, for Construction Engineer / Bridge Engineer

Approval Recommended: /s/ L. W. Rulien, Division Engineer

Approved: /s/ L. H. Young, Deputy State Highway Engineer 7-10-68

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
PENDLETON

FOR FILING

I-80N-2(34)138
6976

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 3, 1968

Rogers Construction Company
11760 N. E. Glisan Street
Portland, Oregon 97220

Re: Injury to Railroad Employee
Bonneville-Hood River
County Line Section
Contract No. 6976
Columbia River Highway

Gentlemen:

Enclosed please find a copy of a letter from the Union Pacific Railroad relative to injury to two of their employees on August 6, 1967, in the area of the above contract.

Pursuant to the Standard Specifications you are required to hold the Highway Commission harmless from any injury or damage occurring during the work on the contract.

Therefore, you are hereby tendered the defense of the Highway Commission and Highway Department against any claim by Mr. Paul Evans or Mr. Den R. Seaton.

I would appreciate you advising me as soon as possible what action you intend to take on this matter.

Very truly yours,

G. E. ROHDE
Chief Counsel

By

JACK L. SOLLIS
Staff Attorney

RECEIVED
JUN 3 1968
F. B. KLABOE

JLS:lf
Attach.

cc: R. L. Porter
F. B. Klaboe
Frank McKinney
Union Pacific Railroad Co.
Rathbone, King & Seeley
Allstate Insurance

RECEIVED
JUN 3 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 7 - 1968
FOR FILING

I-80N 2(34)58

6776

W. G. JOHNSON
SUPERINTENDENT
OREGON DIVISION

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

May 29, 1968

D 315-2-127

Routing

Morgan	Pease
Decker	Morelock
Bond	Trout
Barbee	Scott
Walker	Wills
Glenn	Litchfield
Swan	Olsen

RECEIVED
JUN 3 1968
CONSTRUCTION
DIVISION

Mr. F. D. Morgan
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

ATTENTION: Mr. T. W. Litchfield
Utilities Engineer

Dear Sir:

Bonneville - Hood River
County Line Section
Columbia River Highway

It has been brought to my attention that State's plans on the captioned project call for placing of riprap to elevation 78 on the Railroad access road embankment per detail shown on Sheet No. 2-D of the plans.

This is an apparent oversight, inasmuch as the high water elevation of 91.0 feet. as recorded in 1948, has been used as a basis for establishing slope protection on other projects immediately upstream from the Bonneville Dam. Will you, therefore, please handle with your contractor and arrange for placing of riprap to elevation 91.0, the low point in the access road's grade line.

As you know, we normally require slope protection to be established higher than the high water mark to protect Railroad's facilities; however, due to need to provide adequate vertical clearance for the roadway under our bridge, the minimum elevation of 91.0 feet has been accepted by us in design of the access road.

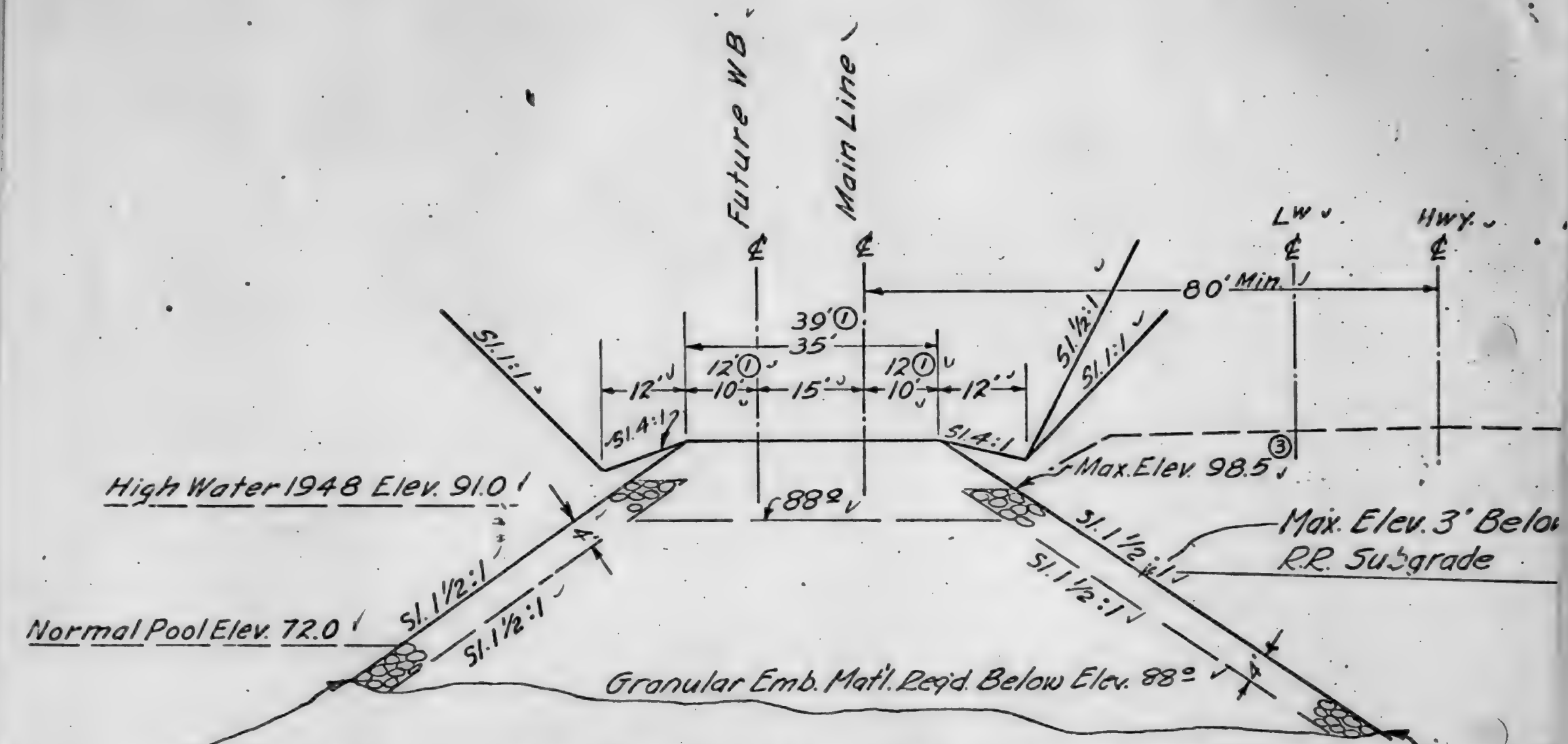
Very truly yours,

W. G. Johnson

W. G. Johnson
Superintendent

Copies to FBK Labbe
LW Rulien
Geo. Hopkins
FD Morgan
6-5-68
F

RECEIVED
JUN 5 1968
OFFICE OF
STATE HIGHWAY ENGINEER



STA. R.R. 305+10.54 to STA. R.R. 361+50.09

Rock Slope Protection on Emb. ④ 425+00.00 to 441+55.61

Approx. Sta. 318+90 to Sta. 350+50 503+73.90 to 520+00.00 ②

351+00 to 362+00

425+00 to 440+00 674+46.46 to [EQUA. RR 733+15.58 Bk. RR 740+08.75 Ah.] 748+15.

503+00 to 522+00

684+50 to 744+50 794+53.46 to 879+91.06

801+00 to 827+00

836+50 to 868+50

RECEIVED
MAY 31 1968
FOR FILING

M. E. HURD
DISTRICT CLAIM AGENT
I-80N-2(34)38
6976
REFERRED TO
Admin
BY SECRETARY

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION
GENERAL CLAIMS DEPARTMENT

ROOM 870, PITTOCK BLOCK
10TH & WASHINGTON STREETS
PORTLAND, OREGON 97205

May 28, 1968

File No. 3609-67

Contract No. 6976

REFERRED TO
BY DEPUTY STATE HIGHWAY E

State Highway Commission
State of Oregon
Salem, Oregon

Gentlemen:

Referring to the personal injury of Paul Evans, Section Foreman and Den R. Seaton, Signal Maintainer, near Hood River, August 16, 1967.

Please refer to the contract dated March 31, 1967, between OWR&N and UPRR Co. and the State of Oregon for the reconstruction of Columbia River Highway between Bonneville and the Hood River County line, your contract No. 6976, our contract No. 21389-11, Federal Aid Interstate Highway Project No. I-80N-2(34)38.

On August 16, 1967, an accident occurred near Railroad Milepost 57.15, between two motor cars operated respectively by Section Foreman Paul Evans and Signal Maintainer Den R. Seaton, as a result of which both Mr. Evans and Mr. Seaton sustained injuries. At the time of the accident, Mr. Evans was engaged in work connected with the construction being carried on under the above contract.

We have given notice of the accident to Rathbone, King & Seeley, on behalf of underwriters at Lloyds, who are the insurers under the Railroad Protective Liability Insurance Certificate No. L 75858 issued in connection with the above contract. The insurers have declined to accept these claims, and we therefore bring them to your attention.

We do not know the reasons for the insurers' denial of coverage, but in our opinion if the claims are not within the insurance coverage, they are nevertheless within the scope of the matters for which the railroad is to be reimbursed by the state under the terms of the above contract.

Dup to Salem 5-31-68

If you wish to take over the handling of these claims, you may do so, and we will be happy to make our investigation available to you. If you do not wish to do so, we will proceed to settle or defend the claims, and we will then look to you for reimbursement. It is important that the claims be handled promptly, and if you wish us to do so, we would be willing to dispose of the claims without prejudice to the rights of any party under the contract or under the insurance certificate, leaving the question of ultimate responsibility to be determined later. Will you please give us your prompt advice.

Sincerely,

Melvin E Hurd

cc: Rathbone, King & Seeley
Board of Trade Building
Portland, Oregon

Mr. D. W. McBride
Omaha, Nebraska

RECEIVED
MAY 29 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 29 1968
OREGON
STATE HIGHWAY COMMISSION

Form E-[illegible]

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Contingent upon [illegible] project agreem[illegible] Federal funds [illegible]

Date MAY 24 1968 [signature] Dist. Engineer
U.S. Bureau of Public Roads

Project Name Bonneville-Hood River County Line **Date** May 22, 1968

Highway Columbia River **Contract No.** 6976

County Multnomah-Hood River **Prefix** 626-1079

Contractor Rogers Construction Co. **F. A. Project No.** I-80N-2(34)38
11760 N.E. Glisan St.

Address Portland, Oregon 97220 **Order No.** 15

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Reinforce 9" dia. drain pipe hole through right exterior plate girder with ¼" fillet weld between girder web and reinforcing plate around circumference of hole.

These drain pipe holes occur at Bents #2,3,4,6,7, & 8 of the Ruckel Creek O'xing structure in the right exterior girders.

Work has not started.

Location by station numbers:

LW Stations 1792+24, 1793+48, 1794+62, 1797+49, 1798+47, & 1799+45.

NOTED
F. B. KLAPP

Estimate of quantities and cost:

Total estimated cost of welds = $200.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

¼" fillet weld is required around circumference of 9" dia. drain pipe hole. This weld was not shown on contract drawing #21461, Detail "D".

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$5,717,675.25
Present estimate of project cost, including $ 200.00 for work under this order	$5,717,675.25
Expected under-run / over-run amount	$ -
Expected under-run / over-run per cent	-

Space to right of this line is for use of Salem Office

Submitted by: /s/ C. O. Fredrickson
C. O. Fredrickson, Bridge Resident Engineer

Approval Recommended: /s/ Alfred A. Roar
Construction Engineer
for Bridge Engineer

Approval Recommended: /s/ Allan C. Harwood

Approved /s/ L. H. Young
Young 6-7-68

Form A-105—SM

State Forces not involved

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
APR 6 Date 1968
Title Dist. Engineer
U.S. Bureau of Public Roads

Order No. 6

Project Name Bonneville-Hood River County Line Section Date May 3, 1968

Highway Columbia River Contract No. 6976 F. A. Project No. I-80N-2(34)38

County Multnomah & Hood River Prefix 626-1079 Account No. 285-06

Description of Work To Be Done:

Provide temporary electrical power service to the two (2) oversize advance construction signs located east and west of project construction area.

This work covers the cost of installing the temporary line plus cost of removal, less salvage from the line removal.

Location by Station Numbers:

Approx. Station 1725 and Station 1825

NOTED
F. B. KLABOE

Estimate of Quantities and Costs: Cost of Line Construction

Cost of line construction	$6,845.00
Cost of removal	880.00
Less credit for salvage	-1,615.00
Total cost of temporary service payable upon completion of construction	$6,110.00
Cost of power 14 mo. @ $20/sign-mo. x 2 signs	560.00
Total amount of the S.F.O.	$6,670.00

Explanation:

This extra work to be performed by the City of Cascade Locks, Municipal owner of water, light and power, Cascade Locks, Oregon.

Work has not started.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$5,717,675.25	
Present estimate of project cost, including $6,670.00 for work under this order	$5,717,675.25	
Expected under-run / over-run (amount)	$ -	
Expected under-run / over-run (per cent)	-	

Submitted by: /s/ George N. Hopkins
George N. Hopkins Br. Resident Engineer

Approval Recommended: /s/ Allan Harwood
Division Engineer

Approval Recommended: /s/ Alfred A. Rear
Construction Engineer or

Approved: /s/ L. H. Young
Young 5-31-68

Form E-206—6M

I-80N-2(34)38

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
GI-P
FEB
Date 1968
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name Bonneville-Hood River Co. Line Date April 24

Highway Columbia River Contract No. 6976

County Multnomah and Hood River Prefix 626-1079

Contractor Rogers Construction Company F. A. Project No. I-80N-2(34)38

Address 11700 N.E. Glisan Street, Portland 97220 Order No. 10 Supplemental #2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Increase authorization to cover deficit and to provide funds for anticipated future work under E.W.O. #10. This E.W.O. pertains to resloping and scaling loose material from fallout slides occurring on originally staked 1/4:1 rock excavation slopes.

NOTED
F. B. KLABOE

Location by station numbers:
LW Sta. 1782 to 1789
LE Sta. 1787 to 1794
"A" line Sta. 1771 to 1782
(fallout slides have already occurred in the vicinity of LW Sta. 1783 & 1787 and LE Sta. 1792.

Estimate of quantities and cost:

Labor	$ 2,000
Material	500
Equipment	15,000
Total	$17,500
Less previous auth.	- 3,250
	$14,250 additional requested

(loading and hauling away of sidecasted material to be at bid price for "General Excavation".)

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
Extensive flattening of slopes in the fallout slide areas, necessary for safety. Slope reduction will be done within available right of way.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 5,717,675.25
Present estimate of project cost, including $ 14,250 for work under this order	$ 5,717,675.25
Expected under-run / over-run amount	$
Expected under-run / over-run per cent	

Space to right of this line is for use of Salem Office

Submitted by: /s/ George N. Hopkins, Resident Engineer

Approval Recommended: /s/ D. H. Haller, Division Engineer

Approval Recommended: /s/ Alfred A. Rear, Construction Engineer for Bridge Engineer

Approved: /s/ L. H. Young, Deputy

Young 5.20.68

DEPARTMENT
APR 12 19..
FOR FILING

I-5ON-3 1)-2X
6476

April 12, 1968

7259

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Re: Statewide Inspection-in-Depth, Phase 16 -
Utility Adjustments Report No. 35-67-EID(16-5)33

This is in reply to your letter of April 2 wherein you report on inspections-in-depth of utility adjustments conducted during 1967. In your letter you made three specific comments and recommendations:

You suggest that our Field Utilities Liaison Engineers make a review of utility diaries kept by our inspectors in the field. Oral instructions have been issued to our Field Utility Liaison Engineers which will be reinforced by a copy of this letter. Each Field Utility Liaison Engineer will examine the utility diaries kept by our inspectors in the field and advise the inspector as to the adequacy of the diary. These reviews will be made whenever the Field Utility Liaison Engineer visits the project.

You also suggest that the determination of utility ownerships and easements be made by the Legal and Right of Way Division during the preliminary engineering or location stage of a survey rather than by the Field Utility Liaison Engineer as present. This has been the subject of discussion between members of the Utility Section of the Construction Division and the Right of Way Division during the past year. You will find attached a copy of Mr. Moehring's letter dated January 16, 1968, and Mr. Oakes' letter dated February 20, 1968, concerning this matter. It is our intention that the Right of Way Liaison and Utility Liaison people work together to make this determination while the project is in its location phase.

You further suggest that we consider scheduling advance clearing projects and advance utility adjustment projects whenever practicable. We are presently engaged, as you know, in advance utility adjustment projects in various areas of the state. To date, we have let no advance clearing projects; however, we have instructed our Utility Liaison Engineer to review all presently scheduled projects and determine which of those would lend themselves to such a procedure.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Attachments

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
C. H. Maison
L. H. Young
F. D. Morgan Enc.
T. W. Litchfield "
A. E. Johnson "
L. W. Rulien "
R. D. Asburry "
C. T. Keasey "
J. F. Putnam "
Jack Hesla "
R. H. Rumbolz "
F. W. Sugnet "
J. E. Holcomb "
C. E. Payton "

TWL:ss arb

Form FH-121 (4-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

477 Cottage St. NE. - Salem OR 97301

DATE: April 2, 1968

In reply refer to: 08-35-DA/439

RECEIVED
APR 3 1968
CONSTRUCTION DIVISION

Morgan / Decker / Bond / Walker / Olson / Woodcock / Trout / Wills / Litchfield / Olson

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Statewide Inspection-in-Depth
Phase 16 Utility Adjustments
Report No. 35-67-EID(16-5)33

During last construction season we conducted inspections-in-depth of utility adjustments on the following projects:

I-80N-7(21)306, South Baker Interchange-Encina Interchange Section
I-80N-2(34)38, Bonneville-Hood River County Line Section

Due to the relatively low dollar volume of reimbursable and participating utility relocation work, only the two projects were inspected. The findings and recommendations reported by the inspecting team relative to project control on these projects were promptly and satisfactorily resolved. Although the inspections indicated project control was very satisfactory in the two State divisions represented, additional in-depth inspections in the other divisions would be necessary before making such conclusions Statewide and such inspections may be scheduled in the future.

Subsequent to the inspections, project control and the general subject of participating utility relocations were discussed with Utility Liaison Engineer T. Litchfield and his staff. As a result of the inspections and these discussions we offer the following comments and recommendations:

It would be well if the Field Utilities Liaison Engineers would make a special point of reviewing utility diaries for adequacy and detail when visiting the project.

Determination of utility ownerships and easements by the Legal and Right of Way Division during the preliminary engineering phase when right of way ownerships are established would appear to result in a more efficient operation with less duplication of effort than the present procedure whereby the Field Utilities Liaison Engineer has that responsibility.

4-4-68 REFERRED TO

By Asst. State Hwy. Engr.

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

It is generally agreed that significant changes in scheduling bid lettings or in funding can adversely affect the administration and costs of utility relocations. Lead time for utility adjustments is a very important factor and can affect both the adjustment costs and subsequent construction costs. We recommend that you consider scheduling advance clearing projects and advance utility adjustment projects whenever practicable.

Any comments you may have relative to the above recommendations would be appreciated.

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 20, 1968

SUBJECT: UTILITY LIAISON

To: RIGHT OF WAY SUPERVISORS

and

RIGHT OF WAY LIAISON AGENTS

Please refer to Mr. Moehring's letter on the same subject dated January 16. In order that we may further aid the utility liaison agents and our designers in the location of existing utilities and the relocation obligations the State may have to assume on these utilities, we have designed the enclosed form to be included in all liaison reports wherever utilities are encountered. Please use a separate form for each utility. The cost of right of way for the replacement of each utility must be separately shown under the appropriate right-of-way file on the estimate summary.

We have also requested the Utility Engineer and his utility liaison engineers to determine the best means of relocating the utility prior to the time the locating engineer submits the project.

Please work closely with the utility liaison engineers on this proposal.

John R. Oakes

John R. Oakes
Assistant Right of Way Engineer

JRO:CS-AB
Enclosure
cc: G. E. Rohde
T. W. Litchfield

cc: FULEIS
w/encl.
2-21-68

Routing

Morgan
Ducker
Bond
Barbee
Walker
Glenn
Swan

RECEIVED
FEB 21 1968
CONSTRUCTION
DIVISION

Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

WHEN STATE IS OBLIGATED TO RELOCATE UTILITY

Date of Liaison Report_____ File No._____

Owner_____ Engineer's designation of line_____

Address_____ Section_____

Contract Purchaser_____ _____

Address_____ Highway_____

Lessee_____ _____

Address_____ County_____

Owner's total area_____ R/W taking_____ Type of utility_____

Name of utility_____ Utility taking_____ Sta._____ to Sta._____

Nature of property taken and type of conveyance necessary: _____

_____

How is balance of grantor's property affected by utility right of way? _____

_____

[On reverse side of this sheet (tumblehead), give description of entire property, before and after value estimates, type of grantor and miscellaneous information where applicable when not included elsewhere in this report.]

ASSUMPTIONS - Access necessary for utility maintenance. Explain:

Fencing: ☐ Contains livestock ☐ Does not contain livestock

☐ To be constructed by State. Explain:

What other utility obligations are involved in this property? _____

_____

Remarks: _____

_____

VALUATIONS

	Type	Area	Unit Value	Total Value
Land:			$	$
Improvements:				
Damages:				

Total Estimate $_____

☐ Relocation $_____

☐ Demolition $_____

_____

Liaison Agent

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 16, 1968

SUBJECT: UTILITY LIAISON

To: RIGHT OF WAY SUPERVISORS
RIGHT OF WAY LIAISON AGENTS

On all future liaison projects it will be a requirement that the matter of utility relocations be discussed in the liaison report.

Wherever a utility will be disturbed on a property which is covered by a liaison report, a statement is necessary which will show how the utility is to be handled. In the event an additional parcel of land is needed to accommodate the utility, then the cost of such parcel should be included along with the parcels needed for right of way on the particular file.

The requirement covering the relocation of utility facilities is not meant to usurp a duty which might logically fall within the jurisdiction of the field utility engineer; but rather, it is to serve as a guide to the designer and the description writer in the Salem office.

Liaison agents should consult freely with the field utility engineer, the locating engineer, the division engineer or his assistants on utility relocation matters. The statements which you include in your liaison report relative to utilities will need to have the full approval of the field utility engineer, the resident engineer, or the division engineer or his assistant, whichever is appropriate.

D. H. MOEHRING
Right of Way Engineer

DHM:JP

cc R. L. Porter
F. B. Klaboe
F. D. Morgan
G. E. Rohde
A. E. Johnson
L. W. Rulien
R. D. Asbury
L. R. Chandler
J. F. Putnam
A. F. Person
T. W. Litchfield

FILES

Discussed at the Feb 28 '68 Util. Liai. Engrs. Meeting.

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

477 Cottage St. NE. - Salem OR 97301

DATE: April 2, 1968

In reply refer to: 08-35-DA/439

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Statewide Inspection-in-Depth
Phase 16 Utility Adjustments
Report No. 35-67-EID(16-5)33

During last construction season we conducted inspections-in-depth of utility adjustments on the following projects:

I-80N-7(21)306, South Baker Interchange-Encina Interchange Section
I-80N-2(34)38, Bonneville-Hood River County Line Section

Due to the relatively low dollar volume of reimbursable and participating utility relocation work, only the two projects were inspected. The findings and recommendations reported by the inspecting team relative to project control on these projects were promptly and satisfactorily resolved. Although the inspections indicated project control was very satisfactory in the two State divisions represented, additional in-depth inspections in the other divisions would be necessary before making such conclusions Statewide and such inspections may be scheduled in the future.

Subsequent to the inspections, project control and the general subject of participating utility relocations were discussed with Utility Liaison Engineer T. Litchfield and his staff. As a result of the inspections and these discussions we offer the following comments and recommendations:

It would be well if the Field Utilities Liaison Engineers would make a special point of reviewing utility diaries for adequacy and detail when visiting the project.

Determination of utility ownerships and easements by the Legal and Right of Way Division during the preliminary engineering phase when right of way ownerships are established would appear to result in a more efficient operation with less duplication of effort than the present procedure whereby the Field Utilities Liaison Engineer has that responsibility.

RECEIVED
APR - 3 1968
OFFICE OF
STATE HIGHWAY ENGINEER

4-4-68 REFERRED TO Nielsen - R/W (more) copies to Young Mateer
BY ASST STATE HWY. ENGR.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

It is generally agreed that significant changes in scheduling bid lettings or in funding can adversely affect the administration and costs of utility relocations. Lead time for utility adjustments is a very important factor and can affect both the adjustment costs and subsequent construction costs. We recommend that you consider scheduling advance clearing projects and advance utility adjustment projects whenever practicable.

Any comments you may have relative to the above recommendations would be appreciated.

Form E-208—6M

I-I-80N-2(34)38
6976

COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Contingent upon modification of project agreement if additional funds are required.
Date G-1P
APR 1 1968
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name Bonneville-Hood River County Line — Date March 28, 1968

Highway Columbia River — Contract No. 6976

County Multnomah & Hood River — Prefix 626-1079

Contractor Rogers Construction Co. — F. A. Project No. I-80N-2(34)38

Address 11760 N. E. Glisan St. Portland, Oregon 97220 — Order No. 14

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Remove dangerous rock slide formation on existing Tooth Rock south of span #10, Eagle Creek Viaduct Structure. Work includes removal and disposal of rock, including sealing of finished rock face.

Location by station numbers: LW Station 1760+35 to LW Station 1760+95

Estimate of quantities and cost:

Labor	$8,600.00
Equipment	8,700.00
Material	2,700.00
Total Estimate	$20,000.00

NOTED
F. B. KLABOE

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This rock is a definite threat to the Eagle Creek Viaduct Structure. The rock is outside the specified and staked section.

Work has not yet started on this project.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$5,717,675.25	
Present estimate of project cost, including $20,000.00 for work under this order	$5,717,675.25	
Expected under-run / over-run amount	$ —	
Expected under-run / over-run per cent	—	

Submitted by: /s/ George N. Hopkins
George N. Hopkins, Resident Engineer (Bridge)

Approval Recommended: /s/ Alfred A. Rear
Asst. Bridge Engineer

RECEIVED
APR 1
OFFICE OF

Approval Recommended: /s/ D. H. Haller, Jr.
Division Engineer

Approved: /s/ L. H. Young

Form E-208—4M

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Contingent upon modification of project agreement if additional funds are required.
FED
Date ____ By: _____
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name Bonneville-Hood River County Line **Date** March 8, 1968

Highway Columbia River **Contract No.** 6976

County Multnomah **Prefix** 626-1079

Contractor Rogers Construction Co. **F. A. Project No.** I-80N-2(34)38

Address 11760 N.E. Glisan St., Portland 97220 **Order No.** 10 Supplemental No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

At rock fallouts on 1/4:1 slopes, scale loose material where same is a safety threat, and finally when slope stabilizes, reshape to remove "sharp" rock projections.

Location by station numbers: LW Sta. 1782 to 1789, LE Line Sta. 1787 to 1793, and A line Sta. 1771 to 1782.

(There are existing fall out slides at LW Sta. 1787 and LE Line Sta. 1792)

NOTED
F. B. KLABOE

Estimate of quantities and cost:

Labor	$ 800
Equipment	1,500
Material	200
	$2,500 Total

(Loading and hauling away of material to be at bid price for "General Excavation".

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The purpose in amending EWO #10 is to include a fallout at Sta. 1787 and to broaden the order to cover other fallouts which may occur. The material in the fallout is outside the specified and staked sections.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem office
Project authorization	$5,717,675.25	
Present estimate of project cost, including $2,500 for work under this order	$5,717,675.25	
Expected under-run / over-run amount	$ -	
Expected under-run / over-run per cent	-	

Submitted by: /s/ George N. Hopkins, Resident Engineer

Approval Recommended: /s/ D. H. Haller, Division Engineer

Approved 3-27-68

Approval Recommended: /s/ Alfred A. Rear, Construction Engineer for Bridge Engineer

OK /s/ J.B.

Approved: /s/ L. H. Young

Form R-206—4M

I-5(N)-2(34)38
3 626-6

STATE COPY

REGON STATE HIGHWAY DEPARTMEN

Contingent upon modification of project agreement. Additional

Date 3-12

Title Dist. Engineer

U.S. Bureau of Public Roads

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Bonneville-Hood River County Line **Date** March 5, 19 68

Highway Columbia River **Contract No.** 6976

County Multnomah and Hood River **Prefix** 626-1079

Contractor Rogers Construction Co. **F. A. Project No.** I-80N-2(34)38

Address 11760 N.E. Glisan St., Portland 97220 **Order No.** 13

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Reface ends of rubble walls where part of wall is removed. Refacing to be done with rock and mortar to match the appearance of the remaining wall.

Location by station numbers:

LE 1767+50 Rt. and PR 1775 Rt. and elsewhere if required.

NOTED
F. B. KLABOE

Estimate of quantities and cost:

Labor	$100	
Material	50	
Equipment	50	
	$200	Total

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This work was anticipated and $200 set up in the project authorization for "Reface wall ends".

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$5,717,675.25	
Present estimate of project cost, including $ 200 for work under this order	$5,717,675.25	
Expected under-run / over-run amount	$ -	
Expected under-run / over-run per cent	-	

Submitted by: /s/ George N. Hopkins, Resident Engineer **Approval Recommended:** /s/ Alfred A. Rear, Construction Engineer or for Bridge Engineer

RECEIVED OK /s/ J.B.

MAR 2 1968

Approval Recommended: /s/ D. H. Haller, Division Engineer 3-26-68 **Approved:** /s/ L. V. Young

Form 6-218-6M

3

I (11)-2(34)38
6976

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Contract Project G-1 P

MAR 4 Date

Title Dist. Engineer

U.S. Bureau of Public Roads

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name ..... Bonneville-Hood River County Line ..... Date ..... March 4 ..... 19 68

Highway ..... Columbia River ..... Contract No. 6976

County ..... Multnomah & Hood River ..... Prefix 626-1079

Contractor ..... Rogers Construction Co. ..... F. A. Project No. ..... I-80N-2(34)38

Address ..... 11760 N. E. Glisan St., Portland, Oregon 97220 ..... Order No. 11

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Furnish and install extra shear studs welded to the finger plates of expansion joints at Eagle Creek Viaduct, Bridge #9382. (See Revision #5 Drawing No. 21564.)

Work has not started.

Location by station numbers:

LW Station 1756+91 Bent # 8
LW Station 1770+17 Bent #18
LW Station 1775+17 Bent #21

NOTED
F. B. KLABOE

Estimate of quantities and cost:

Labor	$275.00
Equipment	425.00
Material.	155.00
Total Estimate.	$855.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Due to the revision of Drawing No. 21564, Eagle Creek Viaduct, the design change requires additional shear studs for anchorage. This changes the character of work.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$5,717,675.25	
Present estimate of project cost, including $855.00 for work under this order	$5,717,675.25	
Expected under-run / over-run amount	$ 0	
Expected under-run / over-run per cent	0	

Submitted by: /s/ George N. Hopkins
George N. Hopkins
Resident Engineer

Approval Recommended: /s/ Allan Harwood
Division Engineer

Approval Recommended: /s/ Alfred A. Rear
Asst. Bridge Engineer

Approved: /s/ L. H. Young

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MAR 25 1968
OFFICE OF

SP*6291-734

Approved 3-25-68

Form E-806—5M

I-80N-2(34)38
6976

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

OREGON STATE HIGHWAY DEPARTMENT

Contingent upon modification of project agreement G-1P [illegible] additional funds are [illegible]

MAR 7 Date 1968 [signature] Dist. Engineer

U.S. Bureau of Public Roads

Project Name Bonneville-Hood River County Line Date March 4, 1968

Highway Columbia River Contract No. 6976

County Multnomah and Hood River Prefix 626-1079

Contractor Rogers Construction Co. F. A. Project No. I-80N-2(34)38

Address 11760 N.E. Glisan St., Portland 97220 Order No. 12

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Exploratory excavation and backfill of a hole and depressed area in old highway bituminous treated pavement. (The area appears to be undermined by water action).

Location by station numbers:

Approximately Sta. 1782 of the "A" line (access road to the Eagle Creek Fish Hatchery).

NOTED
F. B. KLABOE

Estimate of quantities and cost:

Labor	$ 50
Equipment	100
Material	50
	$200 Total

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This work was anticipated and $200 set up on the project authorization for "Repair old highway pavement".

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$ 5,717,675.25	
Present estimate of project cost, including $ 200 for work under this order	$ 5,717,675.25	
Expected under-run / over-run amount	$ -	
Expected under-run / over-run per cent	-	

Submitted by: /s/ George M. Hopkins, Resident Engineer

Approval Recommended: /s/ Alfred A. Rear, Construction Engineer or Bridge Engineer

OK /s/ J.B. for

Approval Recommended: /s/ D. H. Haller, Division Engineer
Okeena 3-26-68

Approved: /s/ L. H. Young, Deputy State [illegible] Engineer

RECEIVED
FEB 1 4 1968
OFFICE OF
STATE HIGHWAY ENGINEER

I-911-2(34)
6716

CITY OF CASCADE LOCKS

CASCADE LOCKS, OREGON

Municipal Owned Water, Light and Power

February 12, 1968

Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon 97310

Eagle Creek Tunnel Lighting

We are certainly pleased to learn of the States plan to provide lighting at both the east and west ends of the Eagle Creek Tunnel.

As you know your electrical needs for this lighting will be provided by the City of Cascade Locks Light System. Should you require any information or assistance from the City, please feel free to contact me or the City's consulting electrical engineer, Al Hunnicutt of CH2M in Corvallis, Oregon. We stand ready to assist you at any time upon request.

Thank you for your cooperation in this matter.

Sincerely,

Ronald Rombalski
City Business Manager

RR:mm

NOTED
R. L. PORTER

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FEB 14 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 7 - 1968
FOR FILING

I 10N-2(34)38
6116

February 6, 1968

Mr. R. L. Rumbaloid, Manager
The Port of Cascade Locks
Post Office Box 416
Cascade Locks, Oregon 97014

Dear Mr. Rumbaloid:

We have your February 1 letter concerning construction details, particularly lighting, on the Interstate project under way at Eagle Creek.

Roadbed lighting at each end of the tunnel is provided in the contract plans and we believe that these installations will provide a safe and efficient highway facility. This lighting plan is in conformance with state and federal requirements and I am sure will meet the situation that you have in mind.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc:R. L. Porter
Tom Edwards
F. B. Klabee
Victor D. Wolfe
L. W. Rulien

RLP:ms' jes

THE PORT OF Cascade Locks

P.O. BOX 416 • CASCADE LOCKS, OREGON 97014

February 1, 1968

Mr. Forrest Cooper
Chief Engineer
Oregon State Highway Department
Salem, Oregon 97310

re: Eagle Creek Reconstruction Project.

Dear Mr. Cooper:

Both the City and Port of Cascade Locks have watched the rapid progress of the relocation of Highway 80N in the vicinity of Eagle Creek with great interest.

The construction is progressing in a very efficient and modern method. Both the City and Port have expressed interest as to the Highway Department's intent for the two lanes of traffic heading East from the yet to be rebuilt tunnel. As you know, the tunnel is lighted at present with the area immediately East of the tunnel unlighted and hazardous.

Both the City and Port, therefore, requests that every consideration be given the possibility of the installation of effective modern freeway lighting from the East end of the Eagle Creek tunnel to the Eagle Creek Fish Hatchery. Consideration to the West end of the tunnel may also be necessary.

Should you have any questions in regards to this matter please feel free to contact me. Both agencies are prepared to meet with you or your representatives in regards to this or any other matter.

Thank you for your consideration of this request.

Sincerely,

Ronald L. Rombalski

R. L. Rombalski
Manager
RLR/e

Ortley - See me

FEB - 5 1968
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-208—6M

I-I-N-2(34)37
(2176)

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement that additional funds are not required.
FEDERAL Date 1968 /s/ [illegible]
G1-P Title Dist. Engineer
G1-N U.S. Bureau of Public Roads

Project Name Bonneville - Hood River County Line Date January 25, 1968

Highway Columbia River Contract No. 6976

County Multnomah Prefix 626-1079

Contractor Rogers Construction Co. F. A. Project No. I-80N-2(34)38

Address 1760 NE Glisan St., Portland, Oregon Order No. 10

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

At a rock fallout from a ½: 1 cut slope, scale loose material and finally, when slope stabilizes, reslope to remove "sharp" rock projections.

Location by station numbers:

Rt. of LE Sta. 1792.

NOTED
F. B. KLABOE

Estimate of quantities and cost:

Equipment	-	$400.00
Labor	-	300.00
Material	-	50.00
		$750.00 Total Estimate

Loading and haul away of material is to be at bid price for "General Excavation".

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The blocks of cracked sandstone are a threat to traffic safety if material breaks off and reaches the highway. The material composing the fallout is outside of the specified and staked section.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$5,717,675.25
Present estimate of project cost, including $750 for work under this order	$5,717,675.25
Expected under-run / over-run amount	$ -
Expected under-run / over-run per cent	-

Space to right of this line is for use of Salem Office

Submitted by: /s/ George N. Hopkins, Resident Engineer

Approval Recommended: /s/ Alfred A. Rear, For Bridge Engineer

Approval Recommended: /s/ Allan C. Harwood, Division Engineer

Approved: /s/ L. H. Young

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FOR FILING

I-801-2(34)38
6976

C

January 16, 1968

Oregon State Highway Commission

Gentlemen:

There will be on the agenda for the January 23 meeting a supplemental agreement with the Union Pacific Railroad Company which will supplement the agreement executed by the Commission on March 31, 1967, for the construction of the Bonneville-Hood River County Line Section of the Columbia River Highway in Multnomah County.

This supplemental agreement formalizes the use of four waste areas on Railroad property on the south bank of the Columbia River for the deposit of approximately 41,000 cubic yards of material excavated by Rogers Construction Company from the highway cut on the north side of the railroad tracks. The use of these areas has been approved by the U. S. Corps of Engineers and by the Union Pacific Railroad Company. Execution of this agreement merely formalizes understandings already reached between the parties and will result in no additional cost to the State.

Your approval is recommended.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
L. W. Rulien

TWL:ss jes

I-80N-2(34)38
6976

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

G-1-P

Project Name Bonneville-Hood River County Line Date January 9, 1968

Highway Columbia River Contract No. 6976

County Multnomah and Hood River Prefix 626-1079

Contractor Rogers Construction Company F. A. Project No. I-80N-2(34)38

Address 11760 N.E. Glisan St., Portland, Oregon 97220 Order No. 4 Supplement 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Furnish and install signing for (1) "NO PASSING" throughout project; (2) "TURN ON LIGHTS" warning signing; (3) signing for temporary routing of 2-way traffic over the westbound lanes when completed.

Additional funds are requested to cover $1,824.17 deficit and to provide approximately $2,000 for future temporary signing.

Location by station numbers:

Sta. 1737 to 1812+75 as required.

NOTE F.E. ENGR.

Estimate of quantities and cost:

Labor	$2,000
Equipmen t	500
Material	2,500
Total	$5,000
Less original auth.	-1,200
Total, This Supp.	$3,800

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The establishment of "NO PASSING" and "TURN ON LIGHTS" throughout the project and the signing for stage routing of traffic is necessary for the safety and convenience of traffic.

Signing to be in accordance with the 1967 Sign Manual.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$5,717,675.25
Present estimate of project cost, including $3,800.00 for work under this order	$5,717,675.25
Expected under-run / over-run amount	$
Expected under-run / over-run per cent	

Space to right of this line is for use of Salem Office

Submitted by: /s/ George N. Hopkins, Resident Engineer

Approval Recommended: /s/ Alfred A. Rear for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ D. H. Haller Asst. Division Engineer

Approved /s/ L. H. Young 1-23-68 Highway Engineer, Assistant State Highway Engineer, Office Engineer.

State Printing

RECEIVED
JAN 16 1968

UNITED STATES GOVERNMENT

FOR FILE

Memorandum

I-80N-2(34)38
6926

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

477 Cottage St. NE. - Salem OR 97301

DATE: January 9, 1968

In reply refer to: 08-35.6/439

TO: Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. F. B. Klaboe, Assistant State Highway Engineer

cc Edwards
1-12-68

FROM: A. W. Parsons
A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT:

Statewide Inspection-in-Depth Summary No. 35-67-EID(10-S)26
Structural Concrete Operations

Through the months of October and November 1967 we conducted a series of inspections-in-depth of Structural Concrete Operations on the following projects:

I-80N-2(34)38, Bonneville - Hood River Co. Line Section
I-80N-5(28)187, Stanfield Junction - Pendleton Section
I-105-4(113)197, Willamette River Bridge Section
I-405-8(13)302, NW. Johnson - SW. Montgomery Section

Each individual project inspection report was furnished to you with a request that you indicate proposed action to correct the problems noted on that project. We have now received your replies for the individual projects and are generally satisfied with them.

The purpose of this summary report is to bring to your attention any problems which we found to occur on a Statewide basis. This inspection-in-depth series revealed only one significant Statewide problem. It was the control of entrained air, and it was reported as a finding in the last project inspection-in-depth report. Your letter of December 22, 1967 stated that the matter of air entrainment uniformity needed study by the Central Laboratory and your letter of January 5, 1968 transmitted a January 3 memorandum from Mr. Oscar White commenting on the variables which influence the control of entrained air.

We agree with Mr. White's comments, especially regarding the need for close attention by the concrete inspectors. We believe, however, that improvement of concrete inspection will not entirely solve the problem. Engineers on several projects have tightened their inspection and also made alterations in construction procedure in an attempt to improve entrained air control. They have not always been successful. The problem appears to be caused by inconsistent cement quality, poor initial mixing procedure, inadequate or overlong mixing, or some other reason. Because this problem appears to be beyond the

(more)

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1-16-68

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JAN 13 1968

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

experience of the field engineer, we suggest that it may be appropriate for the Central Laboratory to study these entrained air variabilities, especially on some of the more troublesome projects. The purpose of such a study would be to determine if the problem is with poor inspection, poor mixing, or from some less obvious source. Such a study could be patterned after the research project described most recently in a January 2, 1968 Circular Memorandum entitled Central Plant Concrete Mixer Peformance Capabilities. In any event we believe that it would be beneficial to distribute guidelines to the field engineers, such as Mr. White's memorandum, to aid them in their inspection. We also suggest that you consider the use of the Chace Air Meter to augment your air testing program.

The other findings noted on the project inspection-in-depth reports generally concerned themselves only with the project in question. We feel that in many cases the deficiencies were only oversights by the field engineer and they were noted in the interest of improving overall quality control. It is interesting to note that many of these same items were also reported just previously by Messrs. Smith and Kaericher of our Washington office. We believe your January 2, 1968 comments on that report are timely and that the indicated actions should improve concrete quality control.

We hope that time will be allotted at your winter Resident Engineer meetings to go over the comments contained in these reports to emphasize the point that although concrete control is fairly routine, it must be maintained at a high level to insure a quality product.

Form E-208—3M

I-80N-2(34)38
6976

OREGON STATE HIGHWAY DEPARTMENT

G 1-P
proj G 1-N $450.00

JAN 18 1968

Dist. Engineer

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Bonneville-Hood River County Line — Date January 3, 1968

Highway Columbia River — Contract No. 6976

County Multnomah and Hood River — Prefix 626-1079

Contractor Rogers Construction Company — F. A. Project No. I-80N-2(34)38

Address 11760 N.E. Glisan St., Portland, Oregon 97220 — Order No. 9

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:
Additional clearing and sloping outside of original specified or planned limits.

(See itemized breakdown on other side of this sheet

NOTED
F. B. KLABOE

Location by station numbers:
LW 1742 - 1745 Lt. - additional clearing
LW 1758 - 1761 Rt. - clear "danger" trees
LW 1777 - 1784nLt. - additional clearing and sloping
LE 1791 - 1792 Rt. - additional clearing and sloping
LW 1791+08 - 1791+37 Rt. - additional sloping
LW 1801+22 Lt. - additional clearing and sloping

Estimate of quantities and cost:

Labor	$2,500
Equipment	3,000
Material	500
Total	$6,000

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") The work involved in this order is outside the original plan and staked limits. As regards "sloping", it is the intent of this order to include only the equipment and labor time in casting material to a point where equipment can load and haul away the material. The loading and disposal will be done at bid price.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$5,717,675.25	
Present estimate of project cost, including $6,000.00 for work under this order	$5,717,675.25	
Expected under-run / over-run amount	$ 0	
Expected under-run / over-run per cent		

Submitted by: /s/ George N. Hopkins, Resident Engineer

Approval Recommended: /s/ Alfred A. Rear for Bridge Engineer

Approval Recommended: /s/ Allen Harwood, Division Engineer

Approved: /s/ L. H. Young

(1) LW Sta. 1742 to 1745 Lt. Additional clearing due to fill slope "catching" on steep hillside farther than preliminary sections indicated and on which data the clearing was staked.

(2) LW Sta. 1758 to 1761 Rt. Five "danger" 18" - 30" fir trees removed. These trees were on the slope of Tooth Rock above the future deck of the structure. In some cases the trees were "leaning" toward the structure.

(3) LW Sta. 1777 to 1784 Lt. Additional clearing and sloping. The material in this section is sand or gravel. The plans call for a 14' fallout and ¼:1 slopes. The cut was "pioneered" to subgrade on the ¼:1 slope and must now be flattened to the best attainable within the R/W.

(4) LE Sta. 1791 to 1792 Rt. Additional sloping. This is a sand pocket area where the cut slope must be reduced over the "Plan" and staked slope.

(5) LW Sta. 1791+08 to 1791+22 Rt. Additional sloping. The agreement with the U.P. Railroad calls for a 3' rock blanket on "slopes" adjacent to the railroad. This blanket will cover the 2:1 slope under the structure and then warp around to match the existing railroad cut slope. This blanket area was not shown in the project plans.

(6) LW Sta. 1801+22 Lt. At east end of U.P. Railroad retaining wall. Additional clearing and sloping. The end of the wall is in an abrupt unsightly cut. This cut is planned to be tapered into the railroad cut to prevent raveling and improve the appearance.

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JAN 20 1983
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Form E-206—6M

I-80N-2(34)38
6976

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Contingent upon modification of project agreement if additional funds are required.
JUL 20 1967 By [signature] Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name Bonneville-Hood River County Line Date December 7, 1967

Highway Columbia River Contract No. 6976

County Multnomah Prefix 626-1079

Contractor Rogers Construction Co. F. A. Project No. I-80N-2(34)38

Address 11760 N.E. Glisan St., Portland, Oregon Order No. 6 (supplemental)#1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:
Haul 12-BP-53 cut-offs from the easterly end of the project to the other locations within the project limits. Pile cut-offs are to be used for splice material where order length piling are of insufficient length to obtain bearing. Work to be performed under this order started as of November 3, 1967. This order is to cover an anticipated overrun on the original order of $300.

Location by station numbers:
LW Sta. 1748-1800

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OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
E. B. KLABO.

Estimate of quantities and cost:

Labor	$70
Equipment	80
Total	$150 estimated cost

1. Maximum equipment rental rates to be in accordance with State-A. G. C. agreement.
2. Percentage to be allowed contractor to be in accordance with executed contract for proj.

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
Order length piling are not long enough to obtain bearing. It is necessary to haul pile cut-offs from stockpiled sources within project limits for splice material.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$5,717,675.25	
Present estimate of project cost, including $150 for work under this order	$5,717,675.25	
Expected under-run / over-run amount	$0	
Expected under-run / over-run per cent	0	

Submitted by: /s/ George N. Hopkins, Resident Engineer

Approval Recommended: /s/ Alfred A. Rear, Asst. Bridge Engineer

Approval Recommended: /s/ Allan C. Harwood, Division Engineer

Approved: /s/ L. H. Young, Office Engineer
Young 12-05-67

BP-23577-734

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DEC 2 - 1967

FOR FILE
I-80N-2(34)38
6976
2095

December 1, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Re: Inspection-in-Depth Report
Utility Adjustment, Bonneville-
Hood River County Line Section
Columbia River Highway
Project No. I-80N-2(34)38

The utility adjustment phase of your Inspection-in-Depth Report on the Bonneville-Hood River County Line Section of the Columbia River Highway has been reviewed. We are pleased that you found this phase of the project in good shape.

Regarding the one finding of the missing diary which was inadvertently detained in the Division office, we are sure the matter has received due attention. A copy of your report is being sent to the Division office as a further reminder of the value of diaries and also to inform them of the satisfactory report in all other phases.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. W. Rulien - Enc.

JHW:fw srb

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: November 24, 1967

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : G. R. Brooks, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-2(34)38
Bonneville - Hood River County Line Section
Columbia River Highway
Inspection-in-Depth No. 35-67-EID(16)23

Attached is an inspection-in-depth report covering Phase 16, Utility Adjustments, on subject project conducted on October 25, 1967 by our representatives, accompanied by field and Division representatives of your Division I. This was the second of the Statewide inspections covering the utility adjustment phase.

You will note that there was only one finding which our inspecting team felt was worthy of mentioning. We would appreciate your comments on the finding and advice regarding any action taken in connection with the recommendation.

We are pleased to advise that the project control, inspection, and documentation over the adjustment covered in this inspection appeared very satisfactory. The excellent diaries covering the utility adjustments are particularly worthy of special mention.

Enclosure
Inspection-in-depth report

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan

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NOV 29 1967
CONSTRUCTION DIVISION

REFERRED TO
Pease
Morelock
Trout
Wills
Olson
By Asst. State Hwy. Engr
Morgan w/enc.
Copy to Young
11-29-67

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NOV 27 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

#35-67-EID(16)23

FORM PR-33D (REV. 10-66) Cc: OSHD (Klaboe)
Region, 3 cys
Wash DC thru Region
File 439 Admin Mgr

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION-IN-DEPTH REPORT

(PPM 20-6.1)

(Check appropriate one) ☒ ORIGINAL INSPECTION REPORT ☐ FOLLOWUP REPORT Fc

REGION	DIVISION	COUNTY	PROJECT NUMBER
8	Oregon	Multnomah & Hood River	I-80N-2(34)38

DATE OF INSPECTION	PHASE(S) INSPECTED
10-25-67	Phase 16, Utility Adjustments

INSPECTION MADE BY	IN COMPANY WITH
J. J. Hegmann, Area Engr, BPR J. H. Girvin, Asst Engr Coord, BPR	C. Hopkins, Res Br Engr, OSHD R. Rumbolz, Field Util. Liaison Engr, OSHD W. Grafe, Area Engr, BPR

REPORT PREPARED BY
J. J. Hegmann, Area Engr

PROJECT INCLUDES
☒ GRADING AND DRAINAGE ☒ BASE ☐ PAVING ☐ MAJOR STRUCTURES ☐ OTHER (Specify) Signing and Utility Adjustments

CONTRACTOR (Name and address)	CONTRACT AMOUNT
Rogers Construction Company Portland, Oregon	$ 4,870,130.00
	PROJECT STATUS (% comp.) 21

LOCATION
From a point east of Bonneville Interchange (Sta 1737+00) easterly 1.435 miles to a point east of Multnomah County - Hood River County Line (Sta 1812+75.07)

REPORT FORMAT: (1) SUMMARY OF FINDINGS: (2) RECOMMENDATION (INCLUDING NEEDED FOLLOWUP ACTION); (3) DETAILED REPORT OF INSPECTION.

BONNEVILLE - HOOD RIVER COUNTY LINE SECTION
COLUMBIA RIVER HIGHWAY
Grading, Paving, Structures, and Signing

A. SCOPE OF INSPECTION:

This inspection was the second of the Statewide inspections-in-depth in Oregon covering utility adjustments. Again emphasis was placed on field inspection, documentation, control and liaison necessary to comply with the requirements of PPM 30-4 and other prescribed procedures related to utility adjustments.

Construction of this project necessitated adjustments of two utilities. Electric power lines owned by Cascade City Light were adjusted but the move was not reimbursable and, except for its effect on construction, was not covered in this inspection. This inspection concerned adjustments of buried cable owned by Pacific Northwest Bell.

The complete guidelines followed during this inspection along with other pertinent notes and comments are filed with the Division file copy of this report.

(more)

EDITION OF (8-64) IS USABLE

B. FINDINGS AND RECOMMENDATIONS:

Finding

Although it proved to be of no consequence, there was some question here in Salem as to the whereabouts of our pertinent engineer's utility diary for approximately 2 weeks following the inspection. Prior to our inspection the diary had been presumably sent to the Accounting Division but actually had been held in Division I office for a time.

Recommendation

Due to the importance of project diaries, it is recommended that the State consider establishing some more definite procedures to assure them an irreplacable diary won't be inadvertently misplaced when it is mailed from the project.

C. GENERAL COMMENTS:

This inspection indicated that control over utility adjustments in State Division I is very satisfactory. Particularly notable were the excellent diaries covering utility adjustments; they were very neat, orderly, concise, and complete.

The only finding of any significance mentioned above was not discussed on the project since it wasn't yet known; it has been discussed with representatives of the Construction Division in Salem. In addition, the findings of the last inspection on this phase, particularly the procedural findings mentioned in the General Comments, were discussed. No followup inspection is considered necessary.

RECEIVED GOVERNMENT
NOV 28 1967
FOR ITEMS

Memorandum

I-5011-2(4)38

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

4976 Loffs-Salem

FROM : G. R. Brooks, Assistant Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: November 22, 1967

In reply refer to: 08-35-DA

NOTED
F. B. KLABOE

SUBJECT: Oregon Inspection-in-Depth
Quality and Cost Control

We have completed our Statewide inspection-in-depth, Quantity and Cost Control - Phase 24. The inspections were made during the period June - October 1967.

We reviewed 12 projects which were located in 5 of the 6 State Highway divisions. The projects reviewed were as follows:

Division	Project Number	Project Name
Metro	I-405-8(13)	NW. Johnson - SW. Montgomery
	U-318(10)	Vista Ridge Eastbound Tunnel
1	I-80N-2(34)	Bonneville - Hood River County Line
	I-80N-2(35)	Cascade Locks - Mitchell Point
	F-240(3)	Forest Grove - Gaston
2	F-59(3)	Holmes Gap - Basket Slough
	ER-171(2)	Wilson River Highway Milepoint 6.9
	F-221(11)	Delena - Rainier
3	F-111(9)	Glen Aiken Creek - Gray Creek
5	I-80N-5(23)	Irrigon Junction - Stanfield Junction
	I-80N-5(27)	Stanfield Junction - Pendleton
	F-182(5)	Little Beech Creek - Fall Creek

The inspection and record control procedures at the project level provided good control, were in accordance with Oregon State Highway Department requirements, and were applied uniformly throughout the State.

This inspection disclosed that the Oregon State Highway Department has shown a marked improvement in record keeping practices since the last construction season. No significant findings were disclosed by this inspection-in-depth. We wish to commend the State for their improved record control procedures.

11-27-67
REFERRED TO Edwards
Irrigon - Morrow
BY ASST. STATE HWY. ENGR.
Good work!

RECEIVED
NOV 24 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

cc Young

RECEIVED
NOV 21 1967
FOR FILING

I-80N-2(34)38

6976

November 20, 1967

2060

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Re: Inspection-in-Depth Report on Structural Concrete Operations Bonneville-Hood River County Line Section, Columbia River Highway, Project No. I-80N-2(34)38

Attention Mr. Gordon Brooks

Dear Sir:

The findings and recommendations as reported in the Inspection-in-Depth Report on Structural Concrete Operations as related to the Bonneville-Hood River County Line Section, have been reviewed and investigated. Following are our comments regarding them:

Finding No. 1 - It has been found that prior approval was obtained from the Materials Department to use Pozzolith 100-R on this project. Job control sampling and testing will be performed.

Findings No. 2 and 3 - Investigation shows that free moisture varies considerably in the stockpiles and at the aggregate bunkers due to their being exposed to inclement weather. Therefore, it has been determined that moisture content is of questionable value. More emphasis has been placed on requiring the contractor to supply a material having proper consistency. In most cases, a slump of three to four inches. The slump has been the method of control.

Moisure determination of stockpile material and checking of the accuracy of the water meter is being done and recorded.

There apparently has been some misunderstanding regarding adjustment of the mix to reflect moisure variations as the investigation indicates that adjustments were made.

Finding No. 4 - Our investigation shows that the design and placement of reinforcing steel in some cases have prevented the use of tremie pipes in placing the concrete. However, this has been closely watched to assure no excessive segregation occurs. Whenever it is possible to use pipes, the drop is being held to that specified.

Finding No. 5 - It is reported that form removal has been based on concrete strength rather than a curing time period. The use of the Swiss hammer confirmed by early cylinder breaks forms the basis for allowing form stripping. Arrangements have been made to have earlier breaks performed where Pozzolith is used. At present, we do not feel it is necessary to instruct the contractor in writing as to when he can remove his forms. In cases where violations are occurring, it might be in order. Notations in diaries should form enough data for records and compliance as far as this matter is concerned.

We are pleased the inspection showed that the project as a whole was in good order.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. H. Young
L. W. Rulien - Enc.
George Hopkins - Enc.

JHW:fw srb

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: November 7, 1967

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. F. B. Klaboe

FROM : G. R. Brooks, Assistant Division Engineer
Salem, Oregon

NOTED
F. B. KLABOE

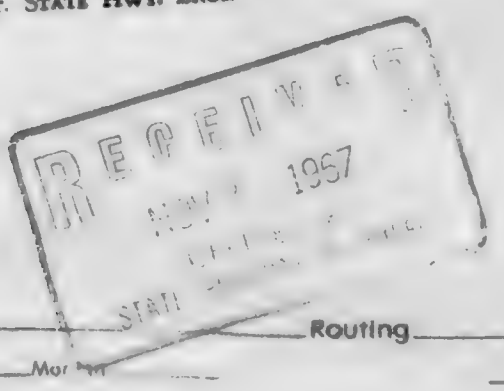
SUBJECT: Oregon Project I-80N-2(34)38
Bonneville - Hood River County Line Section
Inspection-in-Depth Report No. 35-67-EID-(10)21

Attached is an inspection-in-depth report on Structural Concrete Operations recently made on this project. This is the second project inspection of a Statewide inspection-in-depth series on this topic.

We request that you advise this office of remedial actions taken or contemplated in connection with this report.

Enclosure
Report

11-9-67
REFERRED TO
Young - Morgan (RIO)
BY ASST. STATE HWY. ENGR



Routing

Mor[illegible]	Pease
Decker	Morelock
Bond	Trout
Barbee	Scott
Walker	Wills
Glenn	Litchfield
Swan	Olson

RECEIVED
NOV 9 1967
CONSTRUCTION
DIVISION

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

EID#: 35-67-EID-(10)-21

FORM PR-33D (REV. 10-65)

cc: OSHD(Kiahoe) FHWA 439
Region (3)
Wash DC thru Region
Grafe, Area Engr

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION-IN-DEPTH REPORT

(PPM 20-6.1)

(Check appropriate one) [X] ORIGINAL INSPECTION REPORT [ ] FOLLOWUP REPORT

REGION	DIVISION	COUNTY	PROJECT NUMBER
8	Oregon	Multnomah & Hood River	I-80N-2(34)38

DATE OF INSPECTION	PHASE(S) INSPECTED
10-26-67	Structural Concrete Operations - Phase 10

INSPECTION MADE BY
R. W. Pillsbury, Bridge Engineer
W. R. Grafe, Area Engineer

IN COMPANY WITH
George Hopkins, Res Engr
Curt Duvall, Asst Res Engr

REPORT PREPARED BY
R. W. Pillsbury, Bridge Engr

PROJECT INCLUDES

[X] GRADING AND DRAINAGE [X] BASE [X] PAVING [X] MAJOR STRUCTURES [X] OTHER (Specify) signing

CONTRACTOR (Name and address)
Rogers Construction Company
Portland, Oregon

CONTRACT AMOUNT
$ 4,970,138.00

PROJECT STATUS (% comp.)
21

LOCATION
Project begins at Sta 1737 just easterly of Bonneville Interchange and extends easterly to Sta 1812+75.07 just easterly of the Multnomah - Hood River County line.

REPORT FORMAT: (1) SUMMARY OF FINDINGS: (2) RECOMMENDATION (INCLUDING NEEDED FOLLOWUP ACTION); (3) DETAILED REPORT OF INSPECTION.

(Part of a Statewide Inspection-in-Depth Series)

BONNEVILLE - HOOD RIVER COUNTY LINE SECTION
COLUMBIA RIVER HIGHWAY
Grading, Paving, Structures and Signing

A. Scope of Inspection

The inspection covered by this report is the second in a Statewide series on Structural Concrete Operations. Although the construction project included other work phases, this inspection was concerned only with the structural concrete work.

This inspection included an office review of records, inspection of the batch plant and batching operation and the placement of concrete in the field. The pour in progress was the cap at Bent #12 of the Eagle Creek viaduct structure.

B. Findings and Recommendations

1. Finding

That there were no materials records on file for the water reducing agent used in earlier concrete pours.

(more)

Recommendation
That a sample be taken from the material still on hand at the batch plant and tested.

2. Finding
That the water measuring device at the batch plant had not been calibrated or checked.

Recommendation
That a check be made of the accuracy of the water measuring device and recorded in the project files. If the device is not accurate, steps should be taken to make the necessary corrections.

3. Finding
That no determinations have apparently been recently made of the moisture content of the concrete aggregates and, therefore, no adjustments are being made in the mix to reflect the moisture variations.

Recommendation
That a procedure be instituted to make periodic moisture tests of the aggregates and that the necessary adjustments in the mix can be made.

4. Finding
That concrete was being dropped over five feet without the use of approved pipes when starting the bent cap pours. The bent caps are over ten feet deep near the column.

Recommendation
That elephant trunks or other approved pipes be used to reduce the drop of the concrete. Reinforcement steel in the top of the cap could be moved initially, as required, to allow the use of an approved pipe and then replaced as the concrete reaches the top of the form.

5. Finding
That there was nothing in the project files to support the engineer's authorization to remove the steel bent cap forms after a four-day cure - which is less than specified in the Standard Specifications.

Recommendation
That on subsequent pours some concrete test cylinders for the cap concrete be broken at three or four days to verify the concrete strength and then if such strengths are satisfactory, an appropriate letter be sent to the contractor allowing the form removal.

C. Discussion

This project, on the whole, was found to be very good. One particularly strong area was the concrete inspector's diary. This book not only listed the work being done, but also indicated that forms and reinforcing steel were checked prior to a pour and were satisfactory. Measurements

(more)

were frequently included in the daily entries. In short this document not only verified that the inspector was on the project it also reported what he had done while there.

Probably the only finding that requires additional discussion is the one regarding determination of moisture content of the concrete aggregates. It is believed that similar procedures are in effect to some extent throughout the State and that the following comments could be applied to most projects.

The concrete mix is designed by the central laboratory and is normally checked or modified in the field. The mix specifies a slump range which is based on a desired water - cement ratio. Adjustments in the mix for water content of the aggregates is left to the field engineer. It is believed that the field engineer may only make a single moisture test and then use the resultant mix for the entire job. On this project several mixes had been used which reflected changes in aggregate gradation. At the time of this inspection the aggregates being used were very wet from the previous day's rains and apparently no corrections had been made in the mix to reflect the increased moisture, particularly in the sand. The amount of moisture in the aggregate piles was greater than during the previous pours made through the summer and fall. It should be expected that subsequent pours will also utilize wet aggregates and for this reason the moisture content should be determined and adjustments be made.

It was also noted that no regular time records were being maintained of the time consumed between batching and placement of concrete. It was reported that occasional checks were made and in this case this is believed to be a satisfactory solution to the requirement. The batch plant is only a few miles from the project and a round trip takes a little less than an hour. Under these circumstances it would be very evident to either the batch plant or site inspector if a truck took too long for delivery.

RECEIVED
NOV 16 1967

FOR FILING:

I-80N-2 3-1)3x
6976

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 15, 1967

To: T. W. Litchfield
Utilities Liaisnn Engineer

2025

Building

SUBJECT: Locked Gate Access for
Union Pacific Railroad Co.
Troutdale-The Dalles Section
Columbia River Highway

In reply to your letter concerning the above subject, the following is offered:

ORS 374.405 provides that:

"374.405 Access rights of property abutting on state highways. No rights in or to any state highway, including what is known as right of access, shall accrue to any real property abutting upon any portion of any state highway constructed, relocated or reconstructed after May 12, 1951, upon right of way, no part of the width of which was acquired prior to May 12, 1951, for public use as a highway, by reason of the real property abutting upon the state highway."

Therefore, on any portions of the Interstate that come under the provisions of this statute, the Railroad would not have any legal right to access to the highway - but in making a determination a search must be made to make sure that all the right of way in question (where the Railroad deserves an access point) was acquired after May 12, 1951.

As regards other portions of the Interstate where we acquired easements and encroachments from the Railroad prior to May 12, 1951, and the right of way is presently a part of the Interstate, the matter is more complicated.

Just because we did not acquire access control does not give the Railroad a legal right to construct an approach to the highway. The police power gives us certain power to control the construction

of approaches to all highways. The decision as to whether the Railroad is entitled to an access would depend on the question of reasonableness. This question probably could not be determined short of a court decision. It is not possible to give a blanket opinion and each access must be handled on its own merit.

If we determine, after a study of each access requested by the Railroad, that they are reasonable, then we would probably be obligated to provide a substitute for the loss of direct access or pay damages. The measure of damages could be cost of cure or the difference between the cost of off-track or on-track maintenance.

It would appear that the request for emergency access should be pursued with the BPR on their merits with strict limitations on their use. Many in the past require them to call the D.M.S. in advance of use.

JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:ja/lf

cc: R. L. Porter
F. B. Klaboe
G. E. Rohde
Frank C. McKinney

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: October 13, 1967

In reply refer to: 08-35-EC/440
X: I-80N-2(34)38

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : G. R. Brooks, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-3(47)195 # 6738
Celilo - Rufus Section
Union Pacific Railroad Company Agreement

RECEIVED
OCT 17 1967
LEGAL & RIGHT OF WAY

Our January 25, 1966 memorandum on the subject project under numbered paragraph 2 requested provisions concerning control of access for the railroad agreement be provided. Our memorandum continued that the Statewide procedures accepted by the Railroad in their March 19, 1965 letter was acceptable "...providing this is accomplished without undue delay."

Exactly 1 year later our memorandum on I-80N-2(34)38, Bonneville - Hood River County Line also restricted certain Federal participation until obtaining the above access control features. # 6978

After the passage of some 20 months, we would appreciate your review of this matter and advice as to your progress.

TO Sallie -
FOR Mike Gerstens -

RECEIVED
OCT 16 1967
OFFICE OF
STATE HIGHWAY ENGINEER

10-17-67
file Celilo -
Rufus -
Morgan
young.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
OCT 26 1967
FOR FILING

I-811-2(34)3X
6976

GP-25811-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
October 23, 1967

To: Mr. F. D. Morgan
Construction Engineer
Salem

SUBJECT: Bonneville-Hood River
County Line
Columbia River Highway
Contract No. 6976

This is in reply to your October 9, 1967 letter concerning the apparent unbalance of engineering expenditures as compared to percent of project completed.

The percent project completed refers to the work performed on site. Structural steel is being fabricated in Seattle and will begin arriving on the job within the next week or so. When this happens, the percent complete of the job will shoot up rapidly relative to the engineering expenditures. The relative percents are not unusual for a structures job of this type.

L. W. Rulien
Division Engineer

by

Allan C. Harwood
Assistant Division Engineer

ACH:nlb

cc: F. B. Klaboe
George N. Hopkins

NOTED
F.B. KLABOE

RECEIVED
OCT 25 1967
OFFICE OF
STATE HIGHWAY ENGINEER

I-8(N)-2(34)38

Form E-206—6M

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
NOV 3 1967
Date _____ By _____
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name Bonneville-Hood River County Line **Date** October 18, 1967

Highway Columbia River Highway **Contract No.** 6976

County Multnomah **Prefix** 626-1079

Contractor Rogers Construction Co. **F. A. Project No.** I-80N-2(34)38

Address 11760 N.E. Glisan St., Portland, Oregon 97220 **Order No.** 8

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Install eight concrete blocks (1'-6" x 1'-6" x 2'-0") between Bent #3 and Bent #4 Eagle Creek Viaduct on existing slope for anchoring eight inch drain pipe.

Work under this order has not yet started.

NOTED
F. B. KLABOE

RECEIVED
NOV 21 1967
OFFICE OF
STATE ENGINEER

Location by station numbers:

Sta. LW 1750 + 70 to 1751 + 80

Estimate of quantities and cost:

Labor	$ 310.00
Material	$ 66.00
Total	$ 376.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

These eight anchor blocks are to be installed in the existing slope in order to anchor the eight inch drain pipe. The steepness of slope and soil conditions merits these anchor blocks over the conventional method of trenching as shown on contract drawing # 21579.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 5,717,675.25
Present estimate of project cost, including $ 376.00 for work under this order	$ 5,717,675.25
Expected under-run / over-run amount	$
Expected under-run / over-run per cent	

Space to right of this line is for use of Salem Office

Submitted by: /s/ George Hopkins — Resident Engineer

Approval Recommended: /s/ Alfred A. Bear — Asst. Bridge Engineer

Approval Recommended: /s/ Allan Harwood — Division Engineer

Approved: /s/ L. H. Young — 11-22-67

SP*23577-734

RECEIVED
OCT 18 1967

FOR FILING

I-80N-2(34)38
6976

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 16, 1967

RAILROAD COMPANIES
FILE No. 656

To: Mr. Floyd Query, Secretary
State Highway Commission

Building

SUBJECT: Agreement
Files: Pux 566 & 567 & R-37768
Union Pacific Railroad Company
Bonneville-Hood River County Line Sec.
Columbia River Highway
Multnomah County
(Eagle Cr. & Ruckel Cr. O-Xings)

Attached hereto please find one copy of the above-subject agreement. The fully executed duplicate original of this document has been handed to Velda DeGuire in Mr. Saling's office for recording and processing, after which it will be forwarded to your office for your permanent records.

Distribution of conformed copies has been made as indicated below.

Jack L. Sollis
JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:ja
Attachment

cc: Ivan Merchant (1)
F. B. Klaboe (1)
F. D. Morgan (2)
E. S. Hunter (1)
L. W. Rulien (2)
R. N. Chase (3)
C. H. Maison (1)
E. F. Saling (orig. & 3)
T. W. Litchfield (1)

NOTED
FLOYD QUERY

UNITED STATES GOVERNMENT

Memorandum

I-80N-2(34)38

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: September 25, 1967

In reply refer to: 03-35-EC/550.1
XRef: I-105-4(113);SU-441(7)
I-80N-2(34)

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Consulting Engineers - Steel Inspection

Confirming our advance verbal approval, the following consulting engineer agreements are approved, as requested by Mr. Merchant's August 3, 1967 letters:

Project	Consultant	Approval Date
I-105-4(113)197	Pittsburgh Testing Laboratory	June 19, 1967
I-80N-2(34)38	Hermann Adalist & Associates	May 30, 1967
SU-441(7)	Pittsburgh Testing Laboratory	June 19, 1967

#6985
#6976
#6976

7-28-67

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 30 1967

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. TOOLEY, VICE-CHAIRMAN
[redacted]
DAVID E. SIMPSON, MEMBER
PORTLAND

Fred W. Hill, Member
Helix

I-80N-2(34)38
6976

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 29, 1967

Union Pacific Railroad Company
2525 North Lerrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. W. G. Johnson

Gentlemen:

RE: Waste Area on Railroad Property
Bonneville-Hood River County Line Section
Columbia River Highway
Multnomah County
Contract No. 6976

Please refer to Rogers Construction Company's letter of August 14, 1967 to your Mr. H. B. Durant, requesting permission to waste approximately 41,000 cubic yards of material on railroad property north of the Ruckel Creek Bridge between the railroad tracks and the river as shown on the attached sketch.

The State approves this plan and requests the railroad to prepare the necessary supplemental agreement. Since our contractor is in immediate need of this waste area and his insurance has been approved by the railroad, we would appreciate the contractor being allowed to use this area at the earliest possible date subject to the later execution of the above-mentioned supplemental agreement.

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Utilities Liaison Engineer

PGP:fw
Enc.
bc: F. B. Klaboe
L. W. Rulien
G. A. Starkey

NOTED
F. B. KLABOE

RECEIVED
AUG 30 1967
OFFICE OF
STATE HIGHWAY ENGINEER

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
628 PITTOCK BLOCK
PORTLAND, OREGON 97208

REFERRED TO
BY STATE HIGHWAY ENGINEER

NPPND-WM-P
1507-29(Columbia R.-Fill)-24.

23 August 1967

REFERRED TO
Adams
BY SECRETARY

PUBLIC NOTICE 67-115

COLUMBIA RIVER ABOVE BONNEVILLE DAM--TEMPORARY CONSTRUCTION ROAD

Rogers Construction Co., 11760 N. E. Glisan Street, P. O. Box 16537, Portland, Oregon 97216, has applied for a permit in connection with construction of the Bonneville-Hood River County Line Section of the Columbia River Highway. The Company proposes to construct an access road within the Bonneville Pool, around the rock point known as Tooth Rock Railroad Tunnel. The road would enter the Pool immediately upstream from the east portal of the tunnel and leave the Pool immediately downstream from the west portal. A plan and section of the proposed road is shown on the reverse side of this notice. The construction company estimates that the road would be in use approximately one year and then removed.

Additional information may be obtained from Mr. George M. Schweizer, Rogers Construction Co., at the above address; telephone 503/254-5517.

Interested parties are requested to submit in writing any comments or objections they may have to the proposed work.

NOTED
F. B. KLABOE

The determination as to whether a permit will be issued will be based on an evaluation of all relevant factors, including the effect of the proposed work on navigation, fish and wildlife, conservation, pollution, and the general public interest. Comments on these factors will be accepted and considered in determining whether it would be in the best public interest to grant a permit.

Replies to this notice should be mailed to reach this office not later than 25 September 1967 to insure consideration.

Ogden Beeman
OGDEN BEEMAN
Chief, Waterways Maintenance Branch

RECEIVED
AUG 30 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Ref'd to Morgan Meldrum
8-29-67
note: Any comments?

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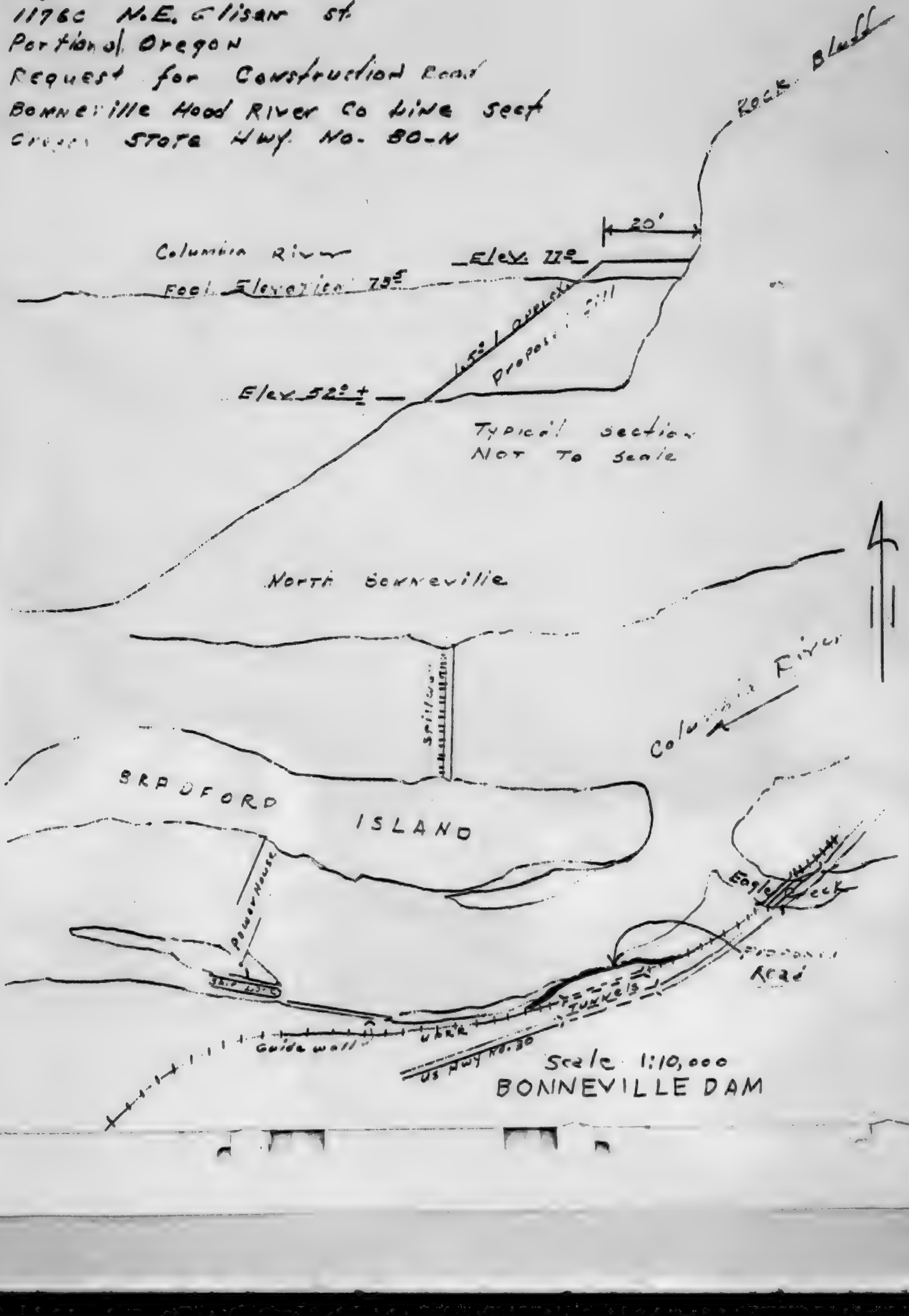
AUG 28 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 28 1967
OREGON
STATE HIGHWAY COMMISSION

Rogers Construction Co.
11760 N.E. Glisan St.
Portland, Oregon
Request for Construction Road
Bonneville Hood River Co Line Secty
Oregon State Hwy. No. 80-N



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AUG 22 1967

SP*22811-734

FOR FILING

I-80N-2(34)39

6976

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 15, 1967

To: Mr. I. D. Merchant
Bridge Division
Building

SUBJECT: Our file: CLC 67-119
Personal Injury
June 16, 1967
Roy F. Carter, Railroad Flagman
Contract No. 6976

Enclosed is a copy of letter from Union Pacific Railroad Company, dated July 29, 1967, relating to the above matter. According to information previously received from your office, Mr. Carter was apparently engaged, at the time of injury, in track relocation work in the area of the Bonneville-Hood River County Line Section, Contract No. 6976, upon which Rogers Construction Company is the general contractor.

We would appreciate any information available as to the facts of the accident, with particular attention to whether each individual in any way involved was employed by the contractor, a subcontractor, the Railroad or the State.

You will note that we are advising our employees comprehensive liability carrier, Allstate Insurance Company, of this matter. In the event they deem it necessary or appropriate to investigate this matter, our field personnel should cooperate fully with their representatives in such investigation.

ALAN H. JOHANSEN
Staff Attorney

AHJ:rh
Encl.

cc: Allstate Insurance Co., Portland
Mr. R. L. Porter
Mr. G. E. Rohde

RECEIVED
AUG 16 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BRIDGE DIVISION
AUG 15 1967 PM
7,8,9,10,11,12,1,2,3,4,5,6

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
August 15, 1967

Allstate Insurance Company
Cascade Plaza
2828 S. W. Corbett
Portland, Oregon 97201

Re: Our file: CLC 67-119
Personal Injury
June 16, 1967
Roy F. Carter, Railroad
Flagman
Contract No. 6976

Gentlemen:

Enclosed find copies of pertinent material relating to the above matter, consisting of the following:

1. Letter from Union Pacific Railroad Company, dated July 29, 1967.

2. Inter-Department letter from the undersigned to I. D. Merchant, Bridge Engineer, dated today.

3. Copy of our Construction Contract No. 6976, with Rogers Construction Co.

4. Xerox copy of pages 41-46, Art. 7-22 to 7-28, Standard Specifications for Highway Construction (1964 Ed.)

5. Identification letter for use by your representatives in interviewing highway personnel regarding this matter.

In March of 1967, the State executed a formal agreement with the Railroads, regarding work to be done in this area, and returned it to them for signature. I understand that an original, signed by the Railroads, has not yet been returned to the State, and may not be available for another several months.

It appears probable that active defense of this matter has been or will be assumed by the railroad protective carrier, for which Rathbone, King and Seeley are agents. However, we have not confirmed this supposition, and you may be in a position to conveniently do so yourself.

Very truly yours,

G. E. ROHDE
Chief Counsel

By

ALAN H. JOHANSEN
Staff Attorney

AHJ:rh
Encls.

cc: Mr. R. L. Porter
Mr. I. D. Merchant
Mr. G. E. Rohde

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
GENERAL CLAIMS DEPARTMENT

M. E. HURD
DISTRICT CLAIM AGENT

July 29, 1967

ROOM 870, PITTOCK BLOCK
10TH & WASHINGTON STREETS
PORTLAND, OREGON 97205

2710-67

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon 98310

(CC - Mr. D. W. McBride
General Claims Agent
Union Pacific Railroad Company

Mr. H. B. Durrant
Division Engineer
Union Pacific Railroad Company

Rogers Construction Company
11760 N.E. Glisan Street
Portland, Oregon

Rathbone, King & Seeley
Insurance Agents
Board of Trade Building
Portland, Oregon

Gentlemen:

Referring to the personal injury of Roy F. Carter, Flagman, near Bonneville, June 16, 1967.

Mr. Roy F. Carter sustained an injury to his right knee while working as a Railroad Flagman in connection with the track relocation work being done for the Oregon State Highway Department near Bonneville on June 16, 1967. Under the terms of the agreement the State Highway Department was to furnish, and did furnish Insurance covering any accident or injury that might occur to anyone in connection with this work.

Mr. Carter sustained a rupture of the medial cartilage of the right knee. Dr. Paul R. Vogt, at The Dalles Clinic, did a medial meniscutomy on June 23, 1967. It is thought that this man will be released to try to return to work on August 1st. If he is released on August 1st, he will have lost approximately $600.00 in wages. Mr. Carter has indicated that he will make a claim in connection with this injury and we are therefore tendering the handling of any such claim to you, and/or, Rogers Construction Company and Rathbone, King & Seeley, under the terms of the agreement.

If we can be of any help in handling this claim, please advise.

Very truly yours,

Melvin E Hurd

Melvin E. Hurd
District Claim Agent

RECEIVED
AUG 2 - 1967
OFFICE OF
STATE HIGHWAY ENGINEER

No work which interferes or conflicts with traveled roadways shall at any time be commenced or performed until a plan for the satisfactory handling of traffic at the place concerned has been worked out between the contractor and the engineer and has been approved by the engineer.

Where work under the contract creates abrupt drop-offs hazardous to public traffic, such as exposed edges or ends of existing surfacings or bases exceeding 3 inches in height, the contractor shall provide warning and protective measures which shall consist (a) of stakes set along said edges at 100-foot intervals, which stakes shall be clearly visible to traffic by day and by night, together with flares or flashers set at night at 200-foot intervals; or (b) of a berm of firm earth or stone material temporarily brought against said edges and ends and sloped moderately for drainage and safety for a width along edges of not less than 3 feet or a length at ends of not less than 10 feet.

(b) **Requirements for One-Way Traffic Control**—Where the plans call for facilitating public traffic by part-width construction with one-way traffic and when the engineer determines that the contractor's operations create hazard and obstruction to the free passage of two-way traffic at the site of the work, the contractor shall facilitate the safe passage of public traffic past such affected sections of road by providing for alternating one-way traffic control. Under these conditions, the contractor shall furnish signs, lights, barricades, flagmen, pilot cars and pilot car operators to direct and handle the alternating one-way traffic. The section of road traversed by the one-way control shall not exceed 2 miles in length and the pilot car trips shall be so scheduled that no vehicle will be held immobile more than 30 minutes. Normally, these limitations are set on the premise that the traffic is not unduly heavy and that approximately 75 vehicles will constitute the maximum number to be alternately passed through the affected section in one trip. The delay time of 30 minutes shall not be exceeded, but the distance travelled under one-way control shall be reduced, if traffic demands so warrant.

(c) **Signs, Flagmen, et cetera**—The signs, lights, barricades, flagmen, pilot car operators and pilot cars shall be provided as set forth elsewhere in this Section 7.

7-22 Protection of Property and Persons

In the performance of the work to be done under the contract, the contractor shall use every reasonable and practicable means to avoid damage to property, injury to persons and loss, expense, inconvenience and delay to property owners, users of the highway and others. He shall provide protective devices and flagmen wherever and whenever needed in affording this protection and, in the performance of the work, he shall use no means or methods which will endanger, unnecessarily, either persons or property.

At points where the contractor's operations are adjacent to properties of railway, telegraph, telephone, power companies, and other public utilities, or are adjacent to other property, damage to which might result in material expense, loss, or inconvenience, work shall not be commenced until all arrangements necessary for the protection of the interest of the State, as well as any interest that a third party may have therein, have been made.

7-23 Protection of Drainage and Irrigation Facilities and Crops

In the performance of the work, the contractor shall conduct his operations without undue interference with the functions of existing land drainage or irrigation facilities on or in the vicinity of the work and without damage to crops which may be affected by the work. It will be expected that the contractor, in performing items of work under the contract which involve interference with such facilities and crops, will conduct the work at such times and in such manner as will not interfere with the owner's use thereof and rights thereto. The contractor shall anticipate the conditions which may arise or obtain due to the presence of such facilities and crops and the manner in which his work will be affected by them. It is understood and agreed that he has considered in his bid any delays, inconvenience or damage which may be sustained by him due to the presence of or due to any interference from said facilities and crops and their use.

7-24 Restoration of Damaged Property

All damage and injury to property that may be caused by or that may result from the carrying out of the work to be done under the contract, or from any act, omission or neglect of the contractor, his subcontractors, or his employes, shall promptly be made good by the contractor either by the repairing, rebuilding, or replacing of the property damaged, or in some other manner satisfactory to the owner of such property. In case of failure on the part of the contractor to promptly and satisfactorily make good such damage or injury, the department may, without notice to the contractor, proceed to repair, rebuild, or replace such property as may be deemed necessary, and the cost thereof will be deducted from any moneys due or which may become due the contractor under the contract.

The provisions of the foregoing paragraph shall apply to the repairing, rebuilding or replacing of pipes, conduits, sewers, water mains and other underground structures, to overhead structures, to land monuments and property marks, to mail and newspaper boxes, to irrigation facilities, to crops and to all other personal, private and public property whether shown on the plans or not; subject to the provisions of Article 7-26. It shall be the con-

tractor's responsibility to ascertain the existence and location of all properties and facilities which may be subject to damage by reason of his operations.

In applying the provisions above stated, the repairing, rebuilding or replacing of damaged property shall be understood to include the providing of any temporary facilities that may be needed to maintain normal service until the required repairing, rebuilding or replacing is accomplished.

7-25 Responsibility for Damages

The contractor shall be responsible for all damages to property, injury to persons, and loss, expense, inconvenience, and delay that may be caused by or that may result from any act, omission, or neglect of the contractor, his subcontractors, or his employes in the performance of the work to be done under the contract.

The contractor shall indemnify and save harmless the State of Oregon, the State Highway Commission, the members thereof and its officers, employes and agents from all claims, demands, suits or actions of every name and description brought for or on account of any damage, injury, loss, expense, inconvenience, or delay received or sustained, or claimed to be received or sustained by any person or persons, which damage, injury, loss, expense, inconvenience, or delay may have been caused by or may have resulted from the performance of the work to be done under the contract, or from any act, omission, or neglect of the contractor, his subcontractors, or his employes; provided, however, that the department shall promptly call to the attention of the contractor any claim, demand, action or suit filed with the department for any such injury or damage, and should suit or action be commenced against the State to recover any such claim or damage, the Commission shall, before time for answer expires or before default has been entered, furnish the contractor and/or surety with a copy of the complaint. It is expressly understood that in the event any of the hereinabove mentioned claims, demands, suits or actions are not settled or otherwise satisfactorily concluded by the contractor, and a valid release thereof or other suitable evidence to that effect has not been furnished the Commission, that the Commission may retain so much of the money as is due to the contractor, or such money as may become due to the contractor, under and by virtue of the contract, as may be considered necessary by the Commission. The Commission may retain such monies until such claims, demands, suits or actions have been settled or otherwise concluded to the satisfaction of the Commission or until the interests of the State, or of the persons concerned, have been satisfactorily protected.

The State, the Highway Commission, the members thereof and

tractor's responsibility to ascertain the existence and location of all properties and facilities which may be subject to damage by reason of his operations.

In applying the provisions above stated, the repairing, rebuilding or replacing of damaged property shall be understood to include the providing of any temporary facilities that may be needed to maintain normal service until the required repairing, rebuilding or replacing is accomplished.

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The contractor shall be responsible for all damages to property, injury to persons, and loss, expense, inconvenience, and delay that may be caused by or that may result from any act, omission, or neglect of the contractor, his subcontractors, or his employes in the performance of the work to be done under the contract.

The contractor shall indemnify and save harmless the State of Oregon, the State Highway Commission, the members thereof and its officers, employes and agents from all claims, demands, suits or actions of every name and description brought for or on account of any damage, injury, loss, expense, inconvenience, or delay received or sustained, or claimed to be received or sustained by any person or persons, which damage, injury, loss, expense, inconvenience, or delay may have been caused by or may have resulted from the performance of the work to be done under the contract, or from any act, omission, or neglect of the contractor, his subcontractors, or his employes; provided, however, that the department shall promptly call to the attention of the contractor any claim, demand, action or suit filed with the department for any such injury or damage, and should suit or action be commenced against the State to recover any such claim or damage, the Commission shall, before time for answer expires or before default has been entered, furnish the contractor and/or surety with a copy of the complaint. It is expressly understood that in the event any of the hereinabove mentioned claims, demands, suits or actions are not settled or otherwise satisfactorily concluded by the contractor, and a valid release thereof or other suitable evidence to that effect has not been furnished the Commission, that the Commission may retain so much of the money as is due to the contractor, or such money as may become due to the contractor, under and by virtue of the contract, as may be considered necessary by the Commission. The Commission may retain such monies until such claims, demands, suits or actions have been settled or otherwise concluded to the satisfaction of the Commission or until the interests of the State, or of the persons concerned, have been satisfactorily protected.

The State, the Highway Commission, the members thereof and

its officers, employes and agents will not in any manner be answerable or accountable for any loss or damage resulting to the said work, or any part thereof, or to any of the equipment, materials or other things used or employed in prosecuting or completing said work, during its progress from any cause whatsoever; but, subject to the provisions of Article 7-32, all such loss or damage shall be borne by the contractor, and all work under the contract shall be solely at his risk until it has been finally accepted.

7-26 Damage to Public Utilities

The provisions stated elsewhere herein and particularly as set forth in Articles 7-22, 7-23, 7-24, and 7-25, which require the contractor to protect property against damage, and which place upon the contractor all responsibility for damage to property, injury to persons and loss, expense, inconvenience and delay to owners of property and others, shall be understood to apply in connection with telephone, telegraph and power lines and other public utilities the same as in connection with other kinds of property; provided, however, that in the cases of telephone, telegraph and power lines and other public utilities which are within publicly-owned highway right of way, and are so located without obligation on the part of any governmental agency to protect them against damage, the contractor will not be responsible for damage to the lines and other public utilities if, before beginning work which has damaged the lines and other public utilities the contractor has given proper notification thereof to the owners of said lines and other public utilities and if the damage has not been willful or the result of a failure on the part of the contractor to exercise reasonable care in the performance of his work to avoid such damage.

The contractor will not be required to bear the expense of such permanent moving or rearrangement of telephone, telegraph, or power lines and other public utilities as may be done in order to place the lines and other public utilities in proper final position with reference to the completed work.

Such gas lines, telephone lines, power lines, water pipe lines and other like facilities owned by public utility corporations as must be raised, lowered, moved or reinstalled will be raised, lowered, moved or reinstalled by the owners thereof.

The contractor will be required to cooperate with others by whom the above-described work is to be performed and shall coordinate his activities with theirs in the most helpful manner possible. He shall give the parties by whom the work is to be performed adequate notice of his needs, and shall allow them reasonable time for the performance of their work.

7-27 Damage to Highways, Highway Structures and Landscape

The contractor shall be responsible for all damage to highways, bridges, culverts, retaining walls, guard fences, road signs and other highway structures, trees, shrubs, plant materials, lawns and other improvements that may be caused by, or that may result from, the operations of the contractor, his subcontractors or employes, and he shall take such precautions and shall provide such protection as may be necessary to avoid possible damage to such highways, highway structures, plant materials and improvements. The term "damage" as here used shall be understood to include the dirtying and/or staining of surfaces such as may result from the splashing of mud or asphalt, as well as damage of a more serious nature.

The engineer shall determine whether damage such as referred to in the foregoing paragraph is to be taken care of by repair, replacement or other such treatment, or by compensatory payment. In the latter case, the amount of compensation to be paid by the contractor shall be such amount as the engineer may determine to be adequate and reasonable.

The foregoing provisions shall be understood to apply to highways, highway structures and improvements in process of construction as well as to existing highways, highway structures and improvements.

7-28 Relations with Railroad and Responsibility for Damage to Railroad

The provisions stated elsewhere herein, and particularly as set forth in Articles 7-22, 7-23, 7-24 and 7-25, which require the contractor to protect property against damage, and which place upon the contractor all responsibility for damage to property, injury to persons, and loss, expense, inconvenience, and delay to the owners of property and others, shall be understood to apply in connection with railway lines or railroads, their tenants, licensees, and utility companies which jointly own or use facilities with a railroad company (hereinafter collectively and severally referred to as "Railroad"), the same as in connection with other kinds of property. In the protection of Railroad and its operations, however, the contractor shall exercise particular care to avoid any damage which might result in train wrecks or in delays in service.

General and special requirements concerning the contractor's relations with Railroad will be set forth in the special provisions or supplemental specifications and the contractor shall conform to those requirements in the conduct of his work under the contract.

The contractor shall be solely and directly responsible to the owners and operators of such properties for any damage, injury, expense, loss, inconvenience, or delay which may result from the carrying out of the work to be done under the contract, and, if the special provisions so specify, he shall give bond or insurance of the kind and in the amount therein specified to each corporation, company, partnership, or individual owning or operating any of the properties affected, in guarantee of this responsibility. Any extension of time granted the contractor in which to complete the contract shall not relieve him or his surety from this responsibility.

7-29 Weight and Speed Limitations on Contractor's Vehicles and Equipment

At the sites of pipes, box culverts and other items which are covered or which are to be covered by fill or backfill, the contractor shall protect them from overloads by temporary fill or other means.

On subgrades and stone bases, the contractor shall restrict the loads and speeds of vehicles and equipment engaged in the performance of the work as necessary to avoid the displacement or loss of the materials involved to such extent as to be considered by the engineer as detrimental to the work.

On any portion of the project under construction, whether or not open to public travel, the use and movement of vehicles and equipment engaged in the performance of the work when such are traveling upon portland cement concrete or portland cement treated bases, or asphaltic concrete, or asphalt treated bases, or penetration-type asphalt surfaces which are to be a part of the completed project, except at a limited number of necessary and approved right angle crossings thereof, shall be limited, as contract requirements, as set forth in the numbered paragraphs which follow:

1. On roadways (as distinguished from structures), vehicles and equipment shall be limited to legal loads (ORS 483.502 to ORS 483.518, inclusive and acts amendatory thereof).
2. On roadways (as distinguished from structures), vehicles and equipment shall be limited to speeds not in excess of 45 miles per hour or not in excess of speeds designated and posted as "construction" speeds, whichever is the lesser.
3. Construction vehicles and equipment crossing bridges and other structures designed for live loads shall not exceed AASHO HS20 designated loadings except by special permission of the engineer. Consideration for granting permission to use vehicles where the loaded or unloaded condition of the vehicle or equipment exceeds AASHO HS20 designated loadings will take into account the following control elements: physical condition (age,

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JL AUG 23 1967
FOR FILING

I-80N-2(34)38

6976

Agenda 41

MISC. CONTRACTS and AGREEMENTS No. 3403

August 2, 1967

Herman Adalist & Associates, Inc.
1905 South Jackson
Seattle, Washington 98144

Gentlemen:

Enclosed for your files is a fully executed copy of an agreement for the inspection of steel for structures on the Bonneville-Hood River County Line Section of the Columbia River Highway in Multnomah and Hood River Counties.

When you have determined the name of the Consultant's agent, to be stated in Paragraph 20, Page 8, please let us know so that we may enter it in our copy of the agreement.

A fully executed copy of this agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

lmr
Enc.

cc: I. D. Merchant
Attn: C. A. Gardner
(8 Xerox Copies)

I-80N-2(34)31

Form E-806—8M 8

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

APPROVED
Contingent upon modification of project agreement if additional funds are req'd.
Date MAY 22 1967 By [signature]
Title Dist. Engineer
U.S. Bureau of Public Roads

Order for Extra Work

G.1-P

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Bonneville-Hood River County Line Date July 21, 19 67

Highway Columbia River Contract No. 6976

County Multnomah and Hood River Prefix 626-1079

Contractor Rogers Construction Co. F. A. Project No. I-80N-2(34)38

Address 11760 N. E. Glisan St., Portland, Oregon 97220 Order No. 7

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Drill four (4) - 20 inch holes at Bent #7 approximately 25 feet deep, install casing, set 12BP53 x 50' into hole and drive to bearing, remove casing and backfill with select material. Work under this work order has not yet started.

Location by station numbers:

Sta. LW 1755+76

Estimate of quantities and cost:

Labor	$2,700
Equipment	3,500
Material	450
Total	$6,650

NOTED
F. B. KLABOE

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

These four piling closest to railroad tunnel are being predrilled to the depth of railroad tunnel footing to prevent damage to tunnel footing while driving piling. See letter dated May 24, 1967 from Mr. T. C. Roake.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 5,717,675.25
Present estimate of project cost, including $ 6,650 for work under this order	$ 5,717,675.25
Expected under-run / over-run amount	$ 0
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ George N. Hopkins — Resident Engineer

Approval Recommended: /s/ Alfred A. Rear — for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ L. W. Rulien — Division Engineer

Approved: /s/ L. H. Young — Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

SP*22577-734

Approved 5-25-67

I-80N-2(34)38

Form E-208—6M

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date JUL 26 1967 By ..... Title Dist. Engineer
U.S. Bureau of Public Roads

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Bonneville-Hood River County Line — Date July 20, 1967
Highway Columbia River — Contract No. 6976
County Multnomah and Hood River — Prefix 626-1079
Contractor Rogers Construction Co. — F. A. Project No. I-80N-2(34)38
Address 11760 N. E. Glisan St., Portland, Oregon 97220 — Order No. 6

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Haul 12 BP 53 cut offs from the easterly end of the project to the other locations within the project limits. Pile cut-offs are to be used for splice material where order length piling are of insufficient length to obtain bearing. Work to be performed under this order has not yet been started.

Location by station numbers:

LW Sta. 1748 - 1800

NOTED
F. B. KLABOE

Estimate of quantities and cost:

Labor $125
Equipment . . 175
Total Est.
Cost $300

1. Maximum equipment rental rates to be in accordance with State-AGC agreement.
2. Percentage to be allowed contractor to be in accordance with executed contract for project.

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Order length piling are not long enough to obtain bearing. It is necessary to haul pile cut-offs from stockpiled sources within project limits for splice material.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$ 5,717,675.25	
Present estimate of project cost, including $ 300 for work under this order	$ 5,717,675.25	
Expected under-run / over-run amount	$ 0	
Expected under-run / over-run per cent	0	

Submitted by: /s/ George N. Hopkins, Resident Engineer
Approval Recommended: /s/ Alfred A. Rear, Construction Engineer or Bridge Engineer for
Approval Recommended: /s/ Allan G. Harwood, Division Engineer
Approved: /s/ L. H. Young, Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

8-18-67

BP*22871-734

RECEIVED
JUL 6 - 1967
FOR FILING
I-80N-2(34)38
6976

July 5, 1967

Oregon State Highway Commission

Gentlemen:

Steel for the structures for the Hennaville-Hood River County Line Section of the Columbia River Highway, Contract No. 6976, is being purchased by the contractor after fabrication by the Isaacson Iron Works at their Seattle Plant. Inspection of the material and fabrication practices is necessary at the plant site and, in common with our present practice, we propose to engage a consultant firm to do this work.

Herman Adalist and Associates, Inc., has made an offer of inspection services for the unit price of $3 per ton, with a total guaranteed top limit of $9,220.

We recommend your approval of this agreement and the granting of authority for the Secretary to sign for and on your behalf.

This matter will be on the agenda for your consideration at the July 24 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
Tom Edwards
Victor D. Wolfe
I. D. Merchant
C. H. Maison
L. H. Young

TE:ja ms

Form E-200—6M

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

APPROVED
Contingent upon modification of project agreement if additional funds are required.
JUN 19 1967
Date 6-1-P
Title Dist. Engineer
U.S. Bureau of Public Roads

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Bonneville-Hood River County Line Date June 20, 1967

Highway Columbia River Contract No. 6976

County Multnomah Prefix 626-1079

Contractor Rogers Constr. Co. F. A. Project No. I-80N-2(34)38

Address 1760 NE Glisan St., Portland, Oregon Order No. 5

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Construct and eventually remove approximately 600 ft. of temporary Type III fence throughout the Eagle Creek Campground area to protect from a high precipitous slope.

Location by station numbers:

LE Sta. 1788-1794 on the Rt.

NOTED
F. B. KLABOE

Estimate of quantities and cost:

Labor - - - -	$600
Equipment - - -	100
Total Estimate	$700

1 Maximum equipment rental rates to be in accordance with State-A.G.C. agreement.
2 Percentage to be allowed contractor to be in accordance with executed contract for this project.

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

A temporary fence is needed in this area to replace an existing fence removed in the clearing. A permanent fence cannot be constructed at this time due to the uncertainty of the final position of the access control line.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$5,717,675.25	
Present estimate of project cost, including $ 700 for work under this order	$5,717,675.25	
Expected under-run / over-run amount	$ -	
Expected under-run / over-run per cent	-	

Submitted by: /s/ George M. Hopkins, Resident Engineer

Approval Recommended: /s/ C. T. Keasey, Division Engineer

Approval Recommended: /s/ Alfred A. Rear
/s/ John A. Bond for Construction Engineer or Bridge Engineer

Approved: /s/ L. H. Young, Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

SP-23577.784

Young 7-17-67

RECEIVED
JUN 16 1967
FORM E-80 50M 10-65

FOR FILING

I 100-2(17)28

6976

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 14, 1967

SUBJECT: Pux 566 - Ruckel Creek O-Xing
OWRR & N. Co; UPRR Co.
Multnomah County
Supplemental Order #43547

To: Mr. R. L. Porter
Deputy State Highway Engineer

Building

Herewith I hand you a copy of a supplemental Order #43547, issued by the Public Utility Commissioner under date of June 9, 1967, relative to the above-titled matter.

Distribution of conformed copies has been made as indicated below.

NOTED
R. L PORTER

JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:ja
Encl.

cc: F. B. Klaboe (1)
Ivan Merchant (1)
F. D. Morgan (2)
E. S. Hunter (2)
L. W. Rulien (2)
R. N. Chase (3)
F. B. Crandall (1)
Ted Litchfield (1)
D. H. Haller (1)
Permits Division (1)
Harold Reynoldson (1)

RECEIVED
JUN 15 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Order #43547

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 319

In the matter of the Application of the STATE OF OREGON, by and through its State Highway Commission for authority to construct an overcrossing over the main line tracks of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, known as the RUCKEL CREEK OVERCROSSING project, located in the northeast quarter of the northeast quarter (NE¼NE¼) of Section 22, Township 2 North, Range 7 East, Willamette Meridian, Multnomah County, Oregon.	AMENDING ORDER

On September 7, 1965, the Public Utility Commissioner of Oregon issued Order No. 41898 granting the above-entitled amended Application.

On November 29, 1966, Applicant filed a Motion to amend the above order as follows:

"I

"That Drawing #22483, dated November 17, 1966, be substituted for Drawing #20552 as it was revised on May 18, 1965.

II

"That in paragraph 2, page 1, the # "22483" be substituted for # "20552."

III

"That in paragraph 2, page 4, "923" be substituted for "920," and "Bent No. 5" be substituted for "Bent No. 6" in line 6.

IV

"That paragraph 4, on page 4, be stricken in its entirety and there be substituted in lieu thereof the following: "The Overcrossing will consist of 8 spans of varying lengths which will be structural steel plate girders. A roadway width of 40 feet between curbs will provide for 2 lanes of traffic."

V

"That in all other respects Order No. 41898 conforms to the substituted drawing #22483 attached hereto and by this reference made a part hereof."

Copies of the Motion were duly served upon the General Solicitor of and the Superintendent of the Union Pacific Railroad Company and the Board of Commissioners of Multnomah County.

On January 17, 1967, Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company responded to the aforesaid Motion and further moved as follows:

"I

"Respondents have no objection to the substitution of Drawing #22483 dated November 17, 1966, for Drawing #20552 as revised May 18, 1965; subject, however, to the condition that said drawing be revised to indicate a three-foot rock blanket on highway fill slope adjacent to the railroad track at the westerly end of the overcrossing. Respondents move that said drawing be revised accordingly or be deemed to have been so revised.

II

"Respondents further move that Order No. 41898 be amended by substituting the words "Bent No. 6" for "Bent No. 7," in the third line of the last full paragraph on Page 5, so that said paragraph will be consistent with substituted Drawing #22483.

III

"Subject to the foregoing modifications, Respondents have no objection to Applicant's Motion nor to the amendment of Order No. 41898 in accordance therewith."

The latter motion was duly served upon the Oregon State Highway Commission and the Board of County Commissioners of Multnomah County.

On January 23, 1967, a letter was received from the Oregon State Highway Commission stating that "The State Highway Commission has no objection to the Motion filed by the Oregon-Washington Railroad and Navigation Company and Union Pacific Railroad Company which amends our Motion to Amend Order #41898." The Board of County Commissioners of Multnomah County acting through its County Engineer, Division of Roads and Bridges, had, previously, on December 9, 1966, advised the Commissioner that the project had no direct bearing on Multnomah County and the Board would offer no objections.

The Motion filed by the Oregon State Highway Commission, although referred to as a "Motion to Amend Order No. 41898," goes farther than implied by this denomination and the result requested. A motion to amend an order must lie within the framework of the original case and issues therein originally presented for determination.

It is evident that certain amendments to Order No. 41898 are desired and the parties are in agreement as to what should be done. However, the suggested amendments cannot be accomplished without the proceeding being reopened to permit a substantive change; i.e., a substitution of a basic drawing. The amendments suggested would be without reason and for naught unless a foundation was present upon which to predicate the changes. They would be related to things not established and which had not been considered at the time Order No. 41898 was promulgated.

Paragraph I of Motion of the State of Oregon by and through its State Highway Commission is suggestive of a cause to reopen the proceeding because of this language: "That Drawing #22483, dated November 17, 1966, be substituted for Drawing #20552 as it was revised on May 18, 1965." Thereafter the following paragraphs in said Motion and the paragraphs in Respondents' Motion relate specifically to amendments dealing with a drawing to be placed in substitution.

Rather than rejecting the Motion of the State Highway Commission and inviting a new filing of the proper import and design, said Motion will be accepted as a Motion to Reopen proceeding SXF 319 for the purpose of placing a revised drawing before the Commissioner and to amend Order No. 41898 in conjunction therewith. This will result in a saving in time and fairly deal with the issue.

No issues are raised by any railroad company or public body in interest that are within the purview of ORS 763.080. There is no apparent need for a hearing in this matter with relation to the changes in structural design of the subject overcrossing and the delays that would be occasioned and the expenses that would be incurred thereby are not justified. Good cause appearing therefore such public hearing will not be held.

The changes noted in Drawing No. 22483 in substitution for revised Drawing No. 20552 do not constitute factors which compel reconsideration of the determination reached in Order No. 41898.

From the foregoing, it is concluded that the Motions filed herein should be allowed, proceeding SXF 319 should be reopened, Drawing No. 22483 should be substituted therein for revised Drawing No. 20552 and Order No. 41898 should be amended in the respects noted. It is therefore

ORDERED that the within Motions of the state of Oregon filed by the State Highway Commission and Respondent Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company be and the same are hereby allowed. It is further

ORDERED that proceeding SXF 319 be and the same is hereby reopened and Drawing No. 22483 is accepted for filing in lieu of revised Drawing No. 20552 presently of record. It is further

ORDERED that Drawing No. 22483 is deemed to reflect a three-foot rock blanket on the highway fill slope adjacent to the railroad track at the westerly end of the overcrossing. It is further

ORDERED that Order No. 41898 entered in the above-entitled matter September 7, 1965, be and the same hereby is amended to authorize the following changes in the text thereof:

1. That in paragraph 2, page 1, the number "22483" be substituted for number "20552."

2. That in paragraph 2, page 4, "923" be substituted for "920," and "Bent No. 5" be substituted for "Bent No. 6" in line 6.

3. That paragraph 4, page 4, be stricken in its entirety and there be substituted in lieu thereof the following: "The overcrossing will consist of 8 spans of varying lengths which will be structural steel plate girders. A roadway width of 40 feet between curbs will provide for two lanes of traffic."

4. That the words "Bent No. 6" be substituted for the words "Bent No. 7," in the third line of the last full paragraph on page 5.

And it is further

ORDERED that Order No. 41898 in all other respects remain as originally entered.

Made, entered and effective this 9th day of June, 1967.

Sam R. Haley
Public Utility Commissioner

(SEAL)

RECEIVED
JUN 14 1967
FOR FILING

COMMISSIONERS:
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-80N-2(34)38
6976

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 12, 1967

NOTED
F. B. KLABOE

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street NE
Salem, Oregon 97301

Re: Additional UPRR Pole Adjustment
Bonneville-Hood River County Line Section
Columbia River Highway
Multnomah County
Contract No. 6976 Project No. I-80N-2(34)38

Dear Sir:

Herewith you will find two copies of a letter from the Union Pacific Railroad Company dated May 29, 1967, in which they advise that in order to accommodate the poles on which the relocated signal and communication lines are to be placed, it will be necessary to alter the access control fence which is to be built between the future east bound lane and the railroad. It will also be necessary to reset some of the poles to allow room for an off-track maintenance road on the southerly side of the railroad's tracks. The estimated cost for this work is $200. This was discussed with Mr. Dec of your office by Mr. J. M. Cartwright and the undersigned on May 26, 1967, and he gave his tentative approval of this proposed change. The railroad is proceeding with their work on this basis.

Please note that the railroad orients their changes requested in the access control fence about the west bound stationing even though it is closer to the east bound line. These poles are circled on the railroad's exhibit as revised January 18, 1967, which is attached hereto. This exhibit should be attached to your copy of the executed agreement when you receive it in the future.

Your formal approval of the additional work and the revision of the access control line as discussed previously and outlined herein is now requested.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:SS

cc: F. B. Klaboe(w/attach.)
L. H. Young "
C. H. Maison "
L. W. Rulien "

RECEIVED
JUN 13 1967
OFFICE OF
STATE HIGHWAY ENGINEER

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

W. G. Johnson
~~G. H. BAKER~~
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND XX OREGON
97227

MAY 29, 1967

File Ref. D 315 - 2 - 127

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan
Asst.
Engr.
Litchfield
Olsen

RECEIVED
JUN 2 1967
CONSTRUCTION
DIVISION

Mr. F. D. Morgan,
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

Atten: Mr. T. W. Litchfield,
Utilities Liaison Engineer

Dear Sir:

Bonneville - Hood River County Line Section,
Columbia River Highway - Multnomah County
Project No. I-80N-2(34)38, Contract No. 6976

Reference is made to recent discussion concerning rearrangement of the Railroad's communications and signal facilities in connection with State's reconstruction of above-captioned section of Columbia River Highway to Interstate standards.

As advised, it will be necessary to make a slight change in position of some of the poles relocated to the south side of our track between approximate Hwy. Stas. 1780 and 1790. The use of "H" fixtures or double-pole installations opposite approximate Hwy. Stas. 1780+20 and 1792+65 on the State's Westbound lanes was inadvertently overlooked and as a result it will be necessary to place one (1) pole on the highway easement area which will require an 8-foot jog in the State's access control line at about Sta. "WB" 1792+65. Also, it will be necessary for the Railroad to install an anchor about 5 feet in on the highway easement opposite approximate Sta. "WB" 1780+20. This change in plans further requires a slight adjustment of alignment on about four (4) more poles and it is my understanding the State is agreeable to these revisions and is willing to reimburse the Railroad accordingly, which is tentatively estimated to cost approximately $200. With this understanding, our work on rearranging the communications and signal facilities will be continued.

Yours very truly,

W. G. Johnson
HSD

cc: Mr. L. W. Rulien,
Oregon State Highway Department
P. O. Box 4727
Portland, Oregon 97202

RECEIVED
JUN 9 - 1967

FOR FILING

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

Form CO-121 (11-63) (Fed. by A.O. 206-10) UNITED STATES GOVERNMENT

Memorandum

TO 69:76 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: June 7, 1967

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project I-80N-2(34)38
Bonneville - Hood River Section
Pacific Northwest Bell Company Utility Adjustment

Our memorandum dated January 26, 1967 approved the P.S. & E. documents for the physical construction phase of the subject project, with the understanding that there were no reimbursable utilities. Subsequently Mr. Young's March 23 letter added the subject utilities work to the project agreement estimate.

We hereby approve the agreement, as evidenced by your Staff Attorney's letter dated August 4, 1966, furnished prior to award of contract for the physical construction, and the above-mentioned utility's letter dated May 24, 1967, as well as the plans and estimate furnished therewith and transmitted with Mr. Litchfield's letter dated June 1, 1967. Since the utility is not adequately staffed or equipped to perform a portion of the work with its own forces, the contract method of performing such work, as indicated in the estimate, is approved.

Our program memorandum dated August 3, 1966 authorized you to proceed with preparatory work for all utility adjustments, to be included in the construction phase of the subject project, effective on that date. You now are authorized to proceed with actual adjustments for the above-mentioned utility effective on this date. Approval and d reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4 dated October 15, 1966 and supplements thereto.

6-9-67
REFERRED TO
Young - Litchfield
By Asst. State Hwy. Engr.

RECEIVED
JUN 8 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 14 1967
FOR FILING

I-80N-2(34)38

Form CD-121 (11-63) (Rev. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

6126

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: June 7, 1967

In reply refer to: 08-35.DA-1

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M E Martin
M. E. Martin
District Engineer

SUBJECT: Oregon Project I-80N-2(34)38
Bonneville-Hood River County Line
State Force Order No. 4
Total estimated amount of the Order: $500.00
Federal participation: $450.00

Reference is made to your letter dated June 2, 1967 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.2 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

Equipment rental rates will be according to a schedule that has been previously approved by this office for use on force account work.

Reimbursement is to be made on an actual cost basis. A signed copy of the order is returned herewith.

Attachment

NOTED
F. B. KLABOE

REFERRED TO u/enc.
By Asst. State Hwy. Engr.
6-13-67

RECEIVED
JUN 12 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-106—8M

6

STATE COPY

APPROVED
Contingent upon modification of project agreement if additional funds are required.
May 2 1967 By ME Martin
Dist. Engineer
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 4

Project Name Bonneville-Hood River County Line Date May 5, 1967

Highway Columbia River Contract No. 6976 F. A. Project No. I-80N-2(34)38

County Multnomah and Hood River Prefix 626-1079 Account No. 278-04

Description of Work To Be Done:
Paint Temporary traffic lines by State Forces. It is planned to stripe the project for "No Passing", and later to stripe for stage routing of traffic. Permanent striping will be performed under a supplemental order at agreed unit prices.

Location by Station Numbers:

Throughout the project, Sta. 1737 - Sta. 1812+75.

Estimate of Quantities and Costs:

NOTED
F. B. KLABOE

Labor - - - - - - - $300
Equipment - - - - - 100
Material- - - - - - 100
Total Est.- - - - - $500

$500 is set up in the Project Authorization for "Striping".

Explanation:

The contractor is not equipped to do this type of work, where as the State has specialized men and equipment for striping.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$5,717,675.25	
Present estimate of project cost, including $ 500 for work under this order	$5,717,675.25	
Expected under-run / over-run (amount)	$	
Expected under-run / over-run (per cent)		

Submitted by: /s/ George N. Hopkins
Resident Engineer

Approval Recommended: /s/ Alfred A. Rear
Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Allan Harwood
Division Engineer

Approved: /s/ L. H. Young
Office Engineer.

State Printing

RECEIVED
JUN 7 - 1967
FOR FILING

NOTED
R. L. PORTER

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 2, 1967

To: Mr. F.B. Klaboe
Assistant State Highway Engineer

1688

BUILDING

SUBJECT: FBK Assignment No. 1688
UPRR Work
Bonneville-Hood River County Line Section
Columbia River Highway
Multnomah County

Mr. W.R. Graffe's inspection report on the above-captioned project dated May 2, 1967 included a paragraph concerning the work to be done by the Union Pacific Railroad on this project. The conflict exists on the proposed westbound lanes north of railroad where the railroad's signal and communication lines preclude the contractor from entering this area to begin his grading operation.

This work by the railroad is now in progress and the railroad expects to have it completed and available for the contractor's occupancy by June 16, 1967.

Mr. Graffe expresses some concern over the fact that the railroad has not returned the executed counterpart of the agreement between the State and the railroad; but since that time, we have obtained a permit of entry which you signed on May 25, 1967 and our contractor can now legally occupy railroad property.

F.D. Morgan
Construction Engineer

By T.W. Litchfield

T.W. Litchfield
Utilities Liaison Engineer

TWL:sg

NOTED
F.B. KLABOE

REFERRED TO
Porter
BY ASST. STATE HWY. ENGR
2/50

RECEIVED
JUN 6 1967
OFFICE OF
STATE HIGHWAY ENGINEER

cc: OSHD (Klaboe)
OSHD (Edwards)
Region
Wash DC

STATE COPY

Routing

RECEIVED 1967

CONSTRUCTION DIVISION

FORM PR-C3A(1) (REV. 5-64)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

INITIAL INSPECTION REPORT

REGION NO.	REPORT NO.	COUNTY	STATE
8	1	Multnomah	Oregon

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
5-2-67	~~Resident Engineer~~ W.R. Grafe, Area Engr	I-80N-2(34)38

IN COMPANY WITH
Willard Scofield, Res Engr and George Hopkins, Res Engr

LOCATION OF IMPROVEMENT
Bonneville-Hood River county line section, Columbia River Highway, 38 miles easterly of Portland.

CONTRACTOR NAME AND ADDRESS
Rogers Construction Co., Portland, Oregon

AWARD DATE	CONTRACT AMOUNT	TIME ALLOWED	TIME STARTED	WORK STARTED
3-17-67	$4,970,138.00	800 Cal Days	3-29-67	4-12-67

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED	EST. COMPL. END OF MO
Satisfactory	Satisfactory	4 %	1 %	- %

ROADBED (Width 76.4 & free location, to O. of shoulders)

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	WIDTH (Feet)
Paving	6201	0.739	14	14	40 (single Rdwy) 76.4 (double Rdway)

STRUCTURES OVER 20-FOOT SPAN

TYPE	TYPE CODE NO.	NET LENGTH (Miles)
Steel girder	X331	0.520
" "	X131	0.175
" "	X031	0.088
(existing reinforced concrete substructure)		
Tunnel reconstruction	X999	0.185

REMARKS

BONNEVILLE - HOOD RIVER COUNTY LINE SECTION
COLUMBIA RIVER HIGHWAY
Grading, Paving, Structures, and Signing

Project begins at Sta 1737+00 just easterly of the Bonneville Interchange and extends easterly to Sta 1812+7507 just easterly of the Multnomah-Hood River County Line.

Work to be done under the contract consists of the construction of highway roadbed, plant-mix stone base, stone leveling course, plant-mix bituminous base and asphaltic concrete, one viaduct, one railroad overcrossing, reconstruction of the Eagle Creek Bridge, remodeling of the viaduct and tunnel portals, and construction signs and sign structures. Completed facility will be a 4-lane divided highway with full control of access and should be the final stage of construction throughout this area.

5/4/67
Copies to
Young
Rubin
Scofield
Hopkins
Jew

2-STATE HIGHWAY DEPARTMENT COPY

Work done to date is rather minor with only bridge excavation for wall and piers on the east end of the Ruckel Creek structure and some clearing having been performed. Temporary work bridge is being constructed across Eagle Creek and the clearing and the above-mentioned bridge work is also in progress.

Since the work on the viaduct is to be done over the railroad's tunnel, full coverage of pictures in the tunnel has been provided for by the Highway Department to assure that any damage to the tunnel could be visible and established as far as responsibility is concerned.

The contractor is providing a signing plan to the Resident Engineer for direction of traffic through the project and has asked that the project be striped for "no passing" throughout. Final decision has not yet been given on this.

Work on the Cascade Locks City Light line,has not yet begun and the status of the agreement with the railroad so far as joint use of right of way has not yet been cleared.

Provision of service to the fish hatchery by the Cascade Locks City Light has not yet been clarified and some discussion will be necessary between the two parties.

The contractor at this time wants the Cascade Locks City Light to hook up to provide the lighting for the tunnel rather than a Bonneville connection which is now in use. This is his responsibility and he has been so advised.

No activity has yet occurred on the railroad work and the agreement has not yet been returned to the project in final form. There is a serious delay occurring here and reorganization of the contractor's work due to the signal and communication lines which lie through the Forest Service park area. This is requiring the contractor to change his whole pattern for the westerly end of the Ruckel Creek structure and it may be necessary that he haul up the road and cross traffic rather than move it in the most economical manner. This delay by the railroad could cause further complications and would result in appropriate credits in FAI participation for the liquidated damages involved if the State would be required to grant a time extension. Such credits would be required for practically any circumstance involved here since the State did not request and we couldn't have logically approved a waiver of the requirements of subparagraph 10.e(2) of PPM 21-6.3 dated December 22, 1964.

It is understood that the contractor does not intend to use the rock source listed in the project but will use one from a crusher which he will set up on the adjacent project to the east.

Test results on the concrete aggregates show satisfactory results except for the sodium sulphate soundness on the sand which has not yet shown

satisfactory results. For the initial pours, and until this can be resolved, the contractor will provide sand from other sources.

It is anticipated at the time of the inspection that he will pour the footing for the wall adjacent to the existing highway easterly of the Eagle Creek Bridge on 5-5-67. He will bring in sand from another source for this.

All told, work thus far has been rather minor in nature and the contractor is just beginning to get his organization under way and the next few weeks should show some real stimulation so far as progress is concerned.

Subcontracts thus far approved are with Coral Corporation for the signing, Loftus Landscaping, Inc. for the seeding and mulching.

One EWO thus far has been approved for State's share of flagging in the amount of $10,000.

Traffic is suffering no delays throughout the project and no interference has occurred yet which requires special signing or flagging.

RECEIVED
MAY 25 1967
OFFICE OF
STATE HIGHWAY ENGINEER

JUN 2 - 1967
FOR FILING

May 25, 1967

Union Pacific Railroad Company
[illegible]
[illegible]

Attention: Mr. W.G. Johnson
Superintendent

Gentlemen:

Enclosed please find a signed duplicate counterpart of your permit of Embry dated May 24, 1967.

Thank you very much for your cooperation in this matter.

Very truly yours,

G. E. BOYD
Chief Counsel

By
JACK L. COLLIS
Staff Attorney

NOTED
F. B. KLABOE

RECEIVED
JUN 2 1967
OFFICE OF
STATE HIGHWAY ENGINEER

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

RECEIVED
MAY 25 1967
LEGAL & RIGHT OF WAY

MAY 24, 1967

W. G. JOHNSON
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

File Ref. D 315 - 2 - 127

Mr. Forrest Cooper,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97310

Dear Sir:

Reference is made to agreement with Union Pacific Railroad and Oregon-Washington Railroad and Navigation Companies recently executed by the Oregon State Highway Commission and returned to me with Mr. G. E. Rohde's letter of March 28, 1967, covering reconstruction of Columbia River Highway between Bonneville and Hood River County Line in Multnomah County, Oregon, to Interstate standards, Federal-aid project I-80N-2(34)38.

As requested by Mr. Jack L. Sollis, Utilities-Railroad Attorney for the State, in his 'phone call to my office on April 27, the State is hereby authorized to enter upon the Railroads' property in accordance with terms and conditions of the aforementioned agreement as necessary to perform its highway construction and for this reason only.

To indicate the State's acceptance and concurrence in the foregoing, will you kindly sign in space provided on carbon copy of this letter and return for my file.

Yours very truly,

W. G. Johnson
W. G. Johnson,
Superintendent
OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY, UNION PACIFIC RAILROAD COMPANY

ACCEPTED this 25 day of May, 1967

OREGON STATE HIGHWAY DEPARTMENT

By F B Klaboe
Asst State Highway Engineer

Form E-300—63M

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional G-1 funds are required.
Date MAY 3 1967 By [signature] Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name Bonneville - Hood River County Line Date May 17, 1967

Highway Columbia River Contract No. 6976

County Multnomah and Hood River Prefix 626-1079

Contractor Rogers Construction Co. F. A. Project No. I-80N-2(34)38

Address 11760 NE Glisan St., Portland, Oregon 97220 Order No. 4

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: (1) Furnish and install signing for "No Passing" Throughout project, and (2) signing for temporary routing of 2 way traffic over the westbound lanes when completed.

Location by station numbers: Sta. 1737+00 to Sta. 1812+75 as required.

Estimate of quantities and cost:

Labor - - - - -	$ 500
Equipment - - -	200
Material - - -	500
Total Estimate	$1,200

1 - Maximum equipment rental rates to be in accordance with State-A.G.C. agreement.
2 - Percentage to be allowed contractor to be in accordance with executed contract for this project.

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") The establishment of "No Passing" on the project, and the signing for stage routing of traffic is necessary for the safety and convenience of traffic.

Signing to be in accordance with the 1967 Sign Manual.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$5,717,675.25	
Present estimate of project cost, including $1,200 for work under this order	$5,717,675.25	
Expected under-run / over-run amount	$ -	
Expected under-run / over-run per cent	-	

Submitted by: /s/ George N. Hopkins, Resident Engineer

Approval Recommended: /s/ Alfred A. Rear, Asst. Bridge Engineer

Approval Recommended: /s/ Allan Harwood, Division Engineer

Approved: /s/ L. H. Young, Office Engineer.

Young 8-3-67

SP-23877-731

Form E-206—534

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
MAY Date 5 1967
G-1 P
[signature]
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name Bonneville-Hood River County Line Date April 21, 19

Highway Columbia River Contract No. 6976

County Multnomah and Hood River Prefix 626-1079

Contractor Rogers Construction Co. F. A. Project No. I-80N-2(34)38

Address 11760 N. E. Glisan St., Portland Order No. 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Re-establish U.S. Forest Service 1½" galvanized iron water pipe, valves, standpipes and hydrants where in conflict with this highway construction project.

NOTED
F. B. KLABOE

Location by station numbers:

Along Overlook Park access road - intermittently between Sta. PR 1772 and PR 1785.
(See accompanying sketch map)

Estimate of quantities and cost:

Re-establish approx. 1100' 1½" G.I. pipe and 6 miscellaneous facilities such as valves, standpipes, etc.

Labor	$ 600
Material	700
Equipment	200
Total Est.	$1,500

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This water line and facilities must be relocated to provide line and grade clearance for this project. The work was anticipated and $300 set up in the project authorization. However, this "set-up" amount is insufficient to cover the work involved.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$5,717,675.25	
Present estimate of project cost, including $1,500.00 for work under this order	$5,717,675.25	
Expected under-run / over-run amount	$ 0	
Expected under-run / over-run per cent	0	

Submitted by: /s/ George N. Hopkins Resident Engineer

Approval Recommended: /s/ C. T. Keasey Division Engineer

Approval Recommended: /s/ Alfred A. Rear for Bridge Engineer

Approved: /s/ L. H. Young Deputy State Highway Engineer and Assistant State Highway Engineer for Office Engineer.

SP*6291-734

Young

Form E-206—634

5

UNOFFICIAL COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Construction upon modification of project agreement if additional funds are required.

APR 27 1967 By

Title Engineer

U.S. Bureau of Public Roads

Project Name Bonneville-Hood River County Line Date April 17 19 67

Highway Columbia River Contract No. 6976

County Multnomah & Hood River Prefix 626-1079

Contractor Rogers Construction Co. F. A. Project No. I-80N-2(34)38

Address 11760 N.E. Glisan St., Portland 97220 Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Relocate Overlook Park and Eagle Creek Campground facilities of the U. S. Forest Service where in conflict with this highway construction project. Facilities to be moved or reconstructed consist generally of picnic tables, rock fireplaces, rock water services, etc.

NOTED
F. B. KLABOE

Location by station numbers:

Overlook Park - Sta. LW 1774 to 1786 on the left.
Eagle Creek Campground - Sta. LE 1786 to 1795 on the right.

Estimate of quantities and cost:

Labor	$150
Equipment	100
Material	50
Total	$300

(1) Max. equipment rental to be in accordance with State-A.G.C. agreement.
(2) Percentages to be allowed will be in accordance with the executed contract for this project.

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This work was anticipated and $300 setup in the project authorization for "Relocation Park Facilities".

No work started on this E.W.O.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$5,717,675.25	
Present estimate of project cost, including $ 300 for work under this order	$5,717,675.25	
Expected under-run / over-run amount	$	
Expected under-run / over-run per cent		

Submitted by: /s/ George N. Hopkins, Resident Engineer

Approval Recommended: /s/ C. T. Keasey, Division Engineer

Approval Recommended: /s/ Alfred A. Rear, Construction Engineer or Bridge Engineer for

Approved: /s/ L. H. Young, Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

SP*23877-734

Working 5.1.67

RECEIVED
APR 14 1967
COMMISSIONERS

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I 80N-2(34)38

6976

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 12, 1967

Pacific Northwest Bell Telephone Company
410 N. E. Clackamas Street
Portland, Oregon 97212

ATTENTION: Mr. G. T. Westerfield

RE: Telephone Cable Adjustment
Bonneville-Hood River County Line Section
Columbia River Highway (I-80N)
Multnomah County
Project No. I-80N-2(34)38

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of March 24, 1967, have been approved by the State and the Bureau of Public Roads. This will confirm our verbal authorization to proceed with the work as of April 4, 1967.

Reimbursement for the work performed on or subsequent to April 4, 1967, (in the amount of $1,543.00) will be made in accordance with Paragraph 7g(3) of PPM 30-4 dated October 15, 1966 upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

JMC:fw

bc F. B. Klaboe
A. W. Parsons
L. H. Young
C. H. Maison
L. W. Rulien
George Hopkins
E. E. Johnston
R. H. Rumbolz

RECEIVED
APR 12 1967

I-80N-2(24)38
6976
,499

April 12, 1967

The Honorable Marion Bump
Mayor
City of Cascade Locks
Cascade Locks, Oregon

Dear Mayor Bump:

Reference is made to your letter dated March 10 concerning the power line relocation in the vicinity of the Eagle Creek Tunnel on I-80N.

I am informed by our field personnel that a meeting was held at the Division 1 headquarters on March 31 during which time a tentative solution to the problem was resolved.

If there is anything further we need to do, please advise.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
T. W. Litchfield
L. W. Rulien

Portland, Oregon
March 22, 1967

Cascade Locks City Light
Power Relocation
Bonneville-Hood River Co. Line Sec.
Columbia River Hwy. (I-80N)
Multnomah County

Memo to the File

Yesterday morning a preconstruction conference on subject project was held at Division I headquarters. At the end of the Utilities portion of this meeting we were confronted again with the problem of what to do with Cascade Locks' power service to the fish hatchery and Forest Service facilities. Their existing line conflicts with construction of the "A" line and must be removed or relocated as soon as possible to enable our contractor to begin work in this area. Any relocation plan considered up to this time has been rejected by Cascade Locks as being too costly. To discontinue power service will leave the fish hatchery with no alternate source of power other than an auxiliary generator, which is not capable of delivering prolonged dependable service. As this problem has many ramifications, it was decided that all parties directly involved would hold a separate meeting to try to come to a solution, and to allow the preconstruction conference to proceed.

The following people adjourned to Mr. Keasey's office to continue the discussion:

Name	Representation
Reed White	Oregon Fish Commission
Al Houtman	" " "
Bill Mansfield	Cascade Locks City Light
Carroll Tweedt	" " " "
Dobbie Roberts	" " " "
Les Thorson	CH2M (Consulting Engrs.)
Ronald Wahrt	United States Forest Service
Donald Smith	" " " "
Lowry Fuller	Pacific N.W. Bell Telephone
Willis Orth	Bureau of Public Roads
Tod Litchfield	Oregon State Hwy. Dept.
Dick Rumbolz	" " " "

After much discussion, a possible solution evolved. If everything works out, this is the plan:

Cascade Locks will construct a pole line which will take them from their existing pole line at the west end of the tunnel, to a position where they can drop between the present Columbia River Highway and the railroad tracks, staying just outside of the Access control line and on Railroad property. From here they will continue easterly on a pole line, lying northerly of the Access control line and between Highway and Railroad, with a final span over Eagle Creek, terminating their aerial line on a pole on the east side of Eagle Creek.

From this pole they would bury underground cable along the Forest Service Access road until they reached the fish hatchery, where the Forest Service and the hatchery could be served as before.

The above plan is dependent upon several factors: Permission must be obtained from the Railroad to construct a pole line on their property; Special use permit must be given by Forest Service; State Highway Department and Bureau of Public Roads must approve application for permit to be within Access Control limits. We did not anticipate problems with any of these factors except possibly in obtaining permission from Railroad.

As to the cost involved, it was agreed that Cascade Locks would stand the expense of constructing the pole line to the east side of Eagle Creek. They may be compensated to some extent by Rogers Construction Company, as they have expressed desire for electric power service to their proposed office and shop area in the "Overlook Park" area.

Cascade Locks also felt that they could afford to serve the hatchery with a temporary aerial line from the pole on the east side of Eagle Creek to the hatchery, while the permanent underground line was being installed.

The Fish Commission will assume the cost of installing the underground cable from the last permanent pole on the east side of Eagle Creek, to the hatchery. The Fish Commission feels that this cost (estimated at approximately six or seven thousand dollars) would be substantially less expensive than building and maintaining their own electric plant. There was discussion between Cascade Locks and the Fish Commission as to the method of amortizing the expense, but both felt that something could be worked out, possibly a higher than normal rate per K.W.H. until costs were paid.

As stated before, the hatchery does have an auxiliary electric generator, and it is anticipated that this may need to be used, especially if the contractor must work on the "A" line before the relocated power line can be built.

Copies of sheets 5 and 6 of the construction plans were ordered for immediate mailing to Mr. Leo Wilcox of Cornell, Rowland, Hayes & Merryfield, who will expedite plan and letter of request to Union Pacific.

All parties being in general agreement, meeting was adjourned.

Dick Rumbolz
Field Utilities Liaison Engineer

Ted Litchfield

cc: L. Rullen
G. Hopkins
W. Scofield

RECEIVED
APR 7 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Routing 5431

MAR 11 67

CITY OF CASCADE LOCKS

CASCADE LOCKS, OREGON

Municipal Owned Water, Light and Power

RECEIVED
MAR 1 1967
CONSTRUCTION
DIVISION

March 10, 1967

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon 97310

Re: Power Line Relocation-Eagle Creek Tunnel

Dear Mr. Cooper:

Engineering studies made by the firm of Cornell, Howland, Hayes & Merryfield, have revealed that the cost to move this line would be approximately $29,600. The cost for City Light to amortize the installation of this line over a period of thirty years, would amount to $2,660.00 annually.

At the present time we are supplying the Oregon State Fish Commission at Cascade Hatchery, plus three residences at the hatchery, and the U.S. Forest Service Camp kitchen, with a combined gross average revenue of $1,666.00 per year, of which our net revenue is approximately $116.00. Under these conditions it would not be economically feasible for Cascade Locks City Light to install a line at a cost of $29,600.00, which could not be amortized over a period of thirty years.

Therefore, we are requesting that the Oregon State Highway investigate the possibility of installing the line with their Highway Relocation Project, as the principal user of this power will be another State Agency, namely, the Oregon State Fish Commission. Future development for power use in the area is nil. Engineering cost estimates and revenue figures attached.

If further information is desired, feel free to contact us or our engineer, Mr. Les Wierson of CH2M, 811 S.W. 6th Street, Portland, Oregon 97204.

Very truly yours,

CITY OF CASCADE LOCKS

By Marion Bump
Marion Bump
Mayor

CC to: Richard H. Rumbols
U. S. Forest Service
Oregon State Fish Comm.

RECEIVED
MAR 13 1967
OFFICE OF
STATE HIGHWAY ENGINEER

COST ESTIMATE

BY ALH

CHKD. BY ..... DATE .....

1	TRENCH (1 ENTIRE PT)	4200	FT		1.00	4200 —
2	2W, 3Ø Cable — 13.8KV	4200	FT	4.90		20580 —
3	Lay Cable	4200	FT		0.25	1050 —
4	Back Fill Trench	4200	FT		0.25	1050 —
5	Cable Terminations	2	EA	250		500 —
	& 2# Splices	2	EA	250		500 —
6	INSTALL D.E. Poles	2	EA		150	300 —
7	DESIGN AND AID DOC.	20	SET		15	300 —
8	SUPERVISION	10	DAY		100	1000 —
						$29,430 —

2 RETIRE MAINT

1	Pole Line Poles	18	EA	30	540 —
2	CONDUCTOR (3Ø)	12,600	KFT	30	378 —
3	SALVAGE NET LABOR	20			252 —
4	STRING SHEETS	25	SET	5	125 —
					$1295 —

3 SALVAGE

1	Conductor	12,600	KFT	40 %	1161 — / 1935 —
2	Pin Insulator	20	EA	2.50	50 —
3	3" Suspension Insulator	90		4.00	360 —
4	3' X-A	4	EA	4.00	16 —

Annual Cost of Line Relocation

1- Total Estimated Cost

A-	New Const	29 480
B-	Retirements	1 375
	Gross-Total	30 755
C-	Salvage Value	1 161
	Net - Total	29,594

2- Fixed Annual Costs

A- Depreciated Life (33⅓%)
Net Total Cost x 3% — 888 -

B- Cost of Money (4%)
Net Total Cost x ½ (4%) — 1184 -

$ 2072

3- Variable Annual Costs

A- Maintenance
Net Total Cost x 1% — 296 -

B- Operation
Net Total Cost x 1% — 296 -

592 -

Total Annual Cost — $2664 -

REVENUE 1966

Cascade Hatchery - (1001 B)

January 1966	DM	$294.50)	
	9,760 K.W.	95.83)	$390.33
February 1966	DM	13.30)	
	9,440 K.W.	85.27)	98.57
March 1966	DM	11.78)	
	7,680 K.W.	79.19)	90.97
April 1966	DM	8.74)	
	7,200 K.W.	75.35)	84.09
May 1966	DM	5.70)	
	5,120 K.W.	58.71)	64.41
June 1966	DM	20.90)	
	4,160 K.W.	51.03)	71.93
July 1966	DM	20.90)	
	4,000 K.W.	49.75)	70.65
August 1966	DM	20.90)	
	4,160 K.W.	51.03)	71.93
September 1966	DM	51.30)	
	4,000 K.W.	49.75)	101.05
October 1966	DM	8.74)	
	6,400 K.W.	68.95)	77.69
November 1966	DM	26.98)	
	5,600 K.W.	62.55)	89.53
December 1966	DM	28.50)	
	10,080 K.W.	98.39)	126.89
	77,600 K.W.	$1,338.04	$1,338.04

Cascade Hatchery
Pond Lights - 1001 C

January 1966	-0-	1.00	
February 1966	-1-	1.00	
March 1966	-0-	1.00	
April 1966	-0-	1.00	
May 1966	-0-	1.00	
June 1966	-0-	1.00	
July 1966	-0-	1.00	
August 1966	-0-	1.00	
September 1966	-11-	1.00	
October 1966	-30-	1.20	
November 1966	-15-	1.00	
December 1966	-0-	1.00	
	57 K.W.	$12.20	$12.20

U. S. Forest Service (Kitchen) 1002

	Kilowatts		
January 1966	-0-	$ 1.00	
February 1966	-0-	1.00	
March 1966	-0-	1.00	
April 1966	-6-	1.00	
May 1966	-51-	2.27	
June 1966	-133-	3.58	
July 1966	-80-	2.85	
August 1966	-90-	3.05	
September 1966	-145-	3.70	
October 1966	-56-	2.37	
November 1966	-7-	1.00	
December 1966	-11-	1.00	
	579 K.W.	$23.82	$ 23.82

Orville Shroy - Cascade Hatchery 1001 D

January 1966	1,116 K.W.	$ 9.33	
February 1966	1,147 "	9.49	
March 1966	845 "	7.98	
April 1966	972 "	8.61	
May 1966	1,041 "	8.96	
June 1966	914 "	8.32	
July 1966	979 "	8.65	
August 1966	992 "	8.71	
September 1966	970 "	8.60	
October 1966	995 "	8.73	
November 1966	925 "	8.38	
December 1966	1,080 "	9.15	
	11,976 "	$104.91	$ 104.91

Cascade Hatchery - Claude McCool 1002 B

January 1966	1,014 K.W.	8.82	
February 1966	929 "	8.40	
March 1966	778 "	7.64	
April 1966	699 "	7.25	
May 1966	726 "	7.38	
June 1966	724 "	7.37	
July 1966	722 "	7.36	
August 1966	594 "	6.72	
September 1966	293 "	5.18	
Sept.(Pickering)	761 "	7.56	
October 1966	1,181 "	9.66	
November 1966	1,070 "	9.10	
December 1966	1,413 "	11.35	
	10,904 "	$ 103.79	$103.79

Cascade Hatchery - Erv. Fesselt 1002 C

January 1966	842 K.W.	7.96	
February 1966	781 "	7.66	
March 1966	709 "	7.30	
April 1966	787 "	7.68	

Continued-Page #3

Cascade Hatchery - Erv. Fesselt 1002 C - Cont'd.

May 1966	508 K.W.	$ 6.29	
June 1966	586 K.W.	6.68	
July 1966	475 K.W.	6.13	
August 1966	502 K.W.	6.26	
September	551 K.W.	6.51	
October 1966	618 K.W.	6.84	
November 1966	662 K.W.	7.06	
December 1966	727 K.W.	7.39	
	7,748 K.W.	$ 83.76	$83.76

Total Revenue - - - - - - $1,666.52

Form CD-121
(11-63)
(Prep. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 10, 1967

In reply refer to: 08-35-EC

6996 FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-80N-2(34)38, Bonneville - Hood River County Line Section
Pacific Northwest Bell Telephone Company Utility Adjustment

We hereby approve the agreement, as evidenced by your Staff Attorney's letter dated August 4, 1966, and the above-mentioned utility's letter dated March 24, 1967, as well as the plans and estimate furnished therewith and transmitted with Mr. Litchfield's letter dated April 3, 1967. Since the utility is not adequately staffed or equipped to perform a portion of the work with its own forces, the contract method of performing such work, as indicated in the estimate, is satisfactory providing the appropriate Civil Rights clauses are included in the contract. Reimbursement on an agreed lump sum basis of $1,523.00 is approved. The item "contract labor for placing cable" apparently is not eligible for reimbursement and the amount has been deducted from the lump sum amount.

Our program memorandum dated August 3, 1966 authorized you to proceed with preparatory work for all utility adjustments, to be included in the construction phase of the subject project, effective on that date. You were verbally authorized to proceed with actual adjustment for the above-mentioned utility effective on April 4, 1967. This letter confirms this authorization. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4 dated October 15, 1966.

1-13-67
REFERRED TO
BY ASST. STATE HWY. ENGR

NOTED
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 5 - 1967
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

I-5(11)238
6976

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

April 5, 1967

Rogers Construction Company
11760 N. E. Glisan
Portland, Oregon 97220

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 6976 for grading, paving, structures, and signing on the Bonneville-Hood River County Line Section of the Columbia River Highway in Multnomah and Hood River Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Encl.

cc Fidelity & Casualty Co. of N. Y.
San Francisco Branch Office
160 Pine Street
San Francisco 11, California

Pallett, Fisher & Carlo, Inc.
1001 US National Bank Building
Portland 4, Oregon

Form CD-12 (11-65) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

APR 1 -

FOR FILES

6976

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: March 27, 1967

In reply refer to: 08-35.2-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project I-80N-2(34)38
Bonneville - Hood River Section
Grading, Paving, Structures, and Signing

As requested in Mr. Young's letters of March 17, 1967 and March 22, 1967 advising that all rights of way or rights of entry and access rights have been acquired for the above project, we hereby concur as of March 17, 1967 in the award of Contract No. 6976 to Rogers Construction Company, Portland, Oregon, low bidder in the amount of $4,970,138.00 at the February 17, 1967 bid opening.

A waiver of the permit submission requirement as stipulated in our January 26, 1967 P.S. & E. memorandum is granted as requested by Mr. Young's letter. Your effort to obtain a representative number of the permits is recognized; however, in the future you should strive to have these permits cleared by the required authorization date.

We are extremely pleased to note that the railroad's proposed agreement provides for your acquisition of access right to the abutting operating railroad property. Apparently this project is the first section on Interstate Route 80N adjacent to operating railroad property on which full control of access is being obtained. After the railroad executes the agreement, we suggest that your efforts to obtain access rights on projects previously undertaken be expedited.

Receipt of the railroad's March 17, 1967 conditional approval of the plans and specifications is acknowledged.

Goehring
Litchfield
Young 3-31-67

NOTED
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAR 27 1967
COMMISSIONERS
FOR FILING

GLENN L. JACKSON, CHAIRMAN
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-80N-2(34)38
6776

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 23, 1967

Mr. A.W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street
Salem, Oregon

Re: Conditions of Railroad Approval -
Construction Plans
Bonneville-Hood River County Line Section
Columbia River Highway
Multnomah County
Project No. I-80N-2(34)38

Dear Sir:

Herewith you will find two copies of the letter from the Union Pacific Railroad Company dated March 17, 1967, which accompanied a set of our construction plans for this project on which the railroad indicated their approval along with their comments and requests for revisions.

All of the revisions requested herein are relatively minor in nature and are presently under consideration by the Bridge and Construction Divisions. Revised plan sheets containing the requested revisions will be submitted to you in the near future under separate correspondence.

Very truly yours,

F.D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T.W. Litchfield
Utilities Liaison Engineer

NOTED
F. B. KLABOE

TWL:sg
Enc.

cc: ~~F.B. Klaboe~~ (w/copy of UPRR letter)
Tom Edwards "
L.H. Young "
I.D. Merchant "
L.W. Rulien "
Willard Scofield "
R.H. Rumbolz "

RECEIVED
MAR 24 1967
OFFICE OF
STATE HIGHWAY ENGINEER

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

W. G. JOHNSON
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

MARCH 17, 1967

File Ref. D 315 - 2 - 127

Mr. F. D. Morgan,
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

Attn: Mr. T. W. Litchfield,
Utilities Liaison Engineer

Dear Sir:

Bonneville - Hood River County Line
Columbia River Highway
Multnomah County -- I-80N-2(34)38

With your letter of January 25 copies of State's Plans and Special Provisions to cover the above-named highway project were furnished for our review and approval.

Wish to advise that under separate cover, one set of the plans is being returned bearing approval of Mr. H. H. Schmidt on behalf of the Railroad's Chief Engineer as indicated thereon subject to certain corrections noted in red as follows:

Sheets 1 and 5

T.L. As shown, minor corrections should be made to highway engineering stationing.

Sheets 6 and 7

T.L. The State should install highway-type guard rail continuously along the highway where it parallels the railroad between Eagle Creek and Ruckel Creek overcrossing structures as shown on these sheets. Also the plans should indicate that railroad access roads are to be surfaced as noted. Sheet 7 should further be corrected to properly indicate slope easement at easterly end of the Ruckel Creek overcrossing.

Drawing Nos. 21543, 21545, 21568 and 21569

As indicated the State should modify footing of Bent #7 on the Eagle Creek Viaduct to provide adequate clearance with respect to foundation of the railroad tunnel so construction of the Bent footing can be performed without imperiling stability of the tunnel. For your information two prints of Drawing No. 94793 prepared by our Chief Engineer showing relative position of the two structures and how proposed highway pier footing would overlap portal foundation on the tunnel, are attached. This condition is not acceptable to the Railroad.

Drawing No. 21571

As noted certain minimum horizontal clearances are to be provided by the Eagle Creek Viaduct with respect to the Railroad's track and this should be indicated in the State's plans.

Drawing No. 22483

Per indications in red on this drawing the State should provide a 3-foot rock blanket at westerly end of the Ruckel Creek overcrossing structure.

Drawing No. 21609

In plans and special provisions provided by the State it is suggested that its Contractor may haul under Railroad Bridge 39.90 via existing Forest Service access road at easterly end of the bridge. Per notation on this drawing the Contractor should install and maintain clearance frames satisfactory to the Railroad prior to commencing any hauling operation.

With respect to the special provisions we note on Page 15 that the State has specified under Section 102-2.3 the quality of materials to be used in rock blanket installed on highway fills adjacent to railroad tracks. It is requested that this section be modified by specifying rock spalls with an average size of about 6 inches. Under Section 102-3.20 on Pages 16 and 17 certain procedures are outlined for the State's Contractor in connection with blasting operations in vicinity of Railroad's tunnel at MP 39.63. While the Railroad has indicated previously these specifications were satisfactory, the Contractor should be instructed to discharge any explosives on the same day they are loaded in holes or placed or otherwise readied for discharge and to discharge same during daylight

hours. Possibly the special provisions should also be supplemented with instructions to the Contractor covering installation and maintenance of clearance frames in line with our notation made on Drawing No. 21609.

In the supplemental standards, Part 4 - Structures on Page (e), size of riprap to be used on the project is specified and apparently it is intended that these specifications be followed with respect to riprap placed on embankment of the railroad access road which is to be constructed at westerly end of our Bridge 39.90. Believe the maximum size of riprap specified is small and it should be increased so the riprap will average between 300 and 500 lbs.

Will you kindly arrange for appropriate revisions to the State's plans and specifications in line with the foregoing and furnish copies for the Railroad's use.

Revised highway plans should show the manner in which the State proposes to remedy condition which would result if footing of Bent #7 on the Eagle Creek Viaduct structure were installed as proposed.

Yours very truly,

W. B. Johnson

encs.

RECEIVED
MAR 24 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 11 1967

I-10N-2(34)38
6976

NOA

Salem, Oregon
March 22, 1967

Bonneville-Hood River County
Line Section
Columbia River Highway
Multnomah County

RAILROAD COMPANIES
FILE No. 656

Mr. G. E. Rohde
Chief Counsel
B U I L D I N G

Attention: Mr. Jack L. Sollis
Staff Attorney

Attached for further handling are two copies of an agreement with the Oregon-Washington Railroad & Navigation Company (Union Pacific Railroad Company) covering the reconstruction on the above-mentioned land.

When this agreement has been fully signed and dated, please return one executed copy to this office for the Commission's files.

Floyd Query, Secretary

lmr
Att.

cc: T. W. Litchfield

RECEIVED
MAR 23 1967

I-8(11-2(34)38
6776

March 22, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon 97301

Bonneville-Hood River
Project No. I-80N-2(34)38

Dear Sir:

As the certification concerning access rights was inadvertently omitted from our concurrence in award letter, we submit the following:

> All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. Access rights, in connection with the Union Pacific Railroad property, have been acquired for this specific project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. E. Young
Office Engineer

DAR:bb

RECEIVED
MAR 22 1967
FOR FILING

I-80N-2(34)38
6976

March 17, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon 97301

Dear Sir:

Concurrence as of March 17, 1967, is requested in the award of contract for the Bonneville-Hood River Section, Project No. I-80N-2(34)38.

The contractor receiving the award is Rogers Construction Co., in the amount of $4,970,138.00 with the Contract No. 6976 assigned. This bid was received February 17, 1967, and will be awarded March 17, 1967, if you agree and sign the yellow authorization sheet.

All right of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding nondiscrimination in employment as required by Bureau of Public Roads IM 20-4-64.

All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State's contractor's operations.

The proposed railroad agreement has been furnished you in accordance with paragraph 23 of PPM 21-10.

In conformance with paragraph 15-d of PPM 30-4, we have issued the following permit:

Pacific Northwest Bell Telephone Company,
Permit No. 11572.

Cascade Locks City Light's permit has not been issued because they are uncertain as to the necessity or responsibility for re-establishing the power line. The line in question serves the Bonneville Fish Hatchery. The cost of rebuilding the line is so high that further economic feasibility and design are being studied.

Our thirty-day period, following bid acceptance, in which to award the project is nearly up, therefore, a waiver of the requirement listed in paragraph 15-d of PPM 30-4 and set forth in your P.S. & E. letter is requested for this specific project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:bb

cc: F. B. Klaboe
T. W. Litchfield
R. H. Chase

RECEIVED
JUN 6 - 1967
FOR FILING

I 44-2(34) 38
6976

March 17, 1967

Rogers Construction Company
11760 N. E. Glisan St.
Portland, Oregon 97220

Gentlemen:

The State Highway Commission on February 24, 1967, accepted your proposal for grading, paving, structures and signing on the Bonneville-Hood River County Line section of the Columbia River Highway in Multnomah and Hood River Counties for the sum of $4,970,138 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of the Bureau of Public Roads is received.

Approval was received and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6976. Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin March 29, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.
L. W. Rulien
J. F. Putnam
Willard Scofield
Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)

Form 08-1810 (Rev. 8-63) (Pres. by A.O. 206-14)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

I-80N-2(34)38

FOR FILE

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: March 16, 1967

In reply refer to: 08-35-EC

6776

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project I-80N-2(34)38
Bonneville - Hood River County Line Section
Pacific Northwest Bell Telephone Company Adjustment

We have reviewed the submission from the subject utility mentioned in Mr. Litchfield's March 13, 1967 letter regarding realignment of a previously installed longitudinal utility within the access line on this project.

We concur in the realignment of their facility between station A-1770+70 and L^E 1782+10 as shown on the submitted plans and the permit which specifically provides that there will be no access from the through traffic roadways or ramps, and the safety and integrity of the access control is not jeopardized.

3-20-67.

REFERRED TO
Young - Litchfield
BY ASST. STATE HWY. ENGR.

RECEIVED
MAR 17 1967
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAR 1 1967

FOR FILING

I 80N-2 (14) 38

6976

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 27, 1967

SUBJECT: Supplemental Order
Pux 567 - Eagle Creek Overcrossing
OWRR & N. Co.; UPRR Co.
Multnomah County

To: Mr. R. L. Porter
Deputy State Highway Engineer

Building

Herewith I hand you a copy of Supplemental Order No. 43397, issued by the Public Utility Commissioner under date of February 16, 1967, relative to the above-titled matter.

JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:ja
Encl.

cc: F. B. Klaboe (1)
Ivan Merchant (1)
F. D. Morgan (2)
E. S. Hunter (2)
L. W. Rulien (2)
R. N. Chase (3)
F. B. Crandall (1)
Ted Litchfield (1)

NOTED
R. L. PORTER

RECEIVED
FEB 23 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Order #43397

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF-320

In the Matter of the Application of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct an overcrossing over the main line tracks of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, known as the EAGLE CREEK OVERCROSSING project, located near Mile Point 40 in the Southwest Quarter (SW¼) of Section 22, Township 2 North, Range 7 East, W. M., Multnomah County, Oregon.	SUPPLEMENTAL ORDER

On November 10, 1965, the Public Utility Commissioner of Oregon issued Order No. 42167 granting the above entitled Application. On November 30, 1966, Applicant filed a motion to amend the above order as follows:

I

That Drawing #21543 be substituted as Exhibit "A" in lieu of Drawing #10-D-1.

II

That in paragraph 3, page 1, #"10-D-1" be stricken and #"21543" be substituted therefor.

III

That in paragraph 2, page 4, the number "2,737" be stricken and the number "2,752" be substituted therefor.

IV

That in paragraph 5, page 4, strike the number "30" and substitute the number "40" in lieu thereof.

V

That in all other respects Order No. 42167 conforms to the substituted Drawing #21543, attached hereto and by this reference made a part hereof.

The above motion was served on all parties of record and no answer or other objection has been filed in opposition thereto.

It is concluded that the motion should be accepted and a supplemental order be entered accordingly. It is therefore

ORDERED that Commissioner's Order #42167 entered in the above entitled matter on November 10, 1965, be and the same is hereby amended to authorize the following changes in the text:

1. That Drawing #21543 be substituted as Exhibit "A" in lieu of Drawing #10-D-1.

2. That in paragraph 3, page 1, # "10-D-1" be stricken and # "21543" be substituted therefor.

3. That in paragraph 2, page 4, the number "2,737" be stricken and the number "2,752" be substituted therefor.

4. That in paragraph 5, page 4, strike the number "30" and substitute the number "40" in lieu thereof.

5. That in all other respects Order No. 42167 conforms to the substituted Drawing #21543, attached hereto and by this reference made a part hereof; and it is further

ORDERED that these authorized changes shall in no way alter, modify or nullify any other requirements or conditions made and provided in Commissioner's Order #42167 heretofore entered on November 10, 1965.

Made, entered and effective this 16th day of Feb, 1967.

Public Utility Commissioner

(SEAL)

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JAN 31 1967
COMMISSIONERS

FILING
I-80N-2 (34) 38

GLENN L. JACKSON, CHAIRMAN
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 27, 1967

NOTED
F. B. KLABOE

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. W.G. Johnson

Re: Railroad Work
Bonneville-Hood River County Line Section
Columbia River Highway
Multnomah County
Project No. I-80N-2(34)38
YOUR FILE: D 315-2-127

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of January 18, 1967, have been approved by the State and the Bureau of Public Roads. You are hereby authorized to proceed with your work as of January 25, 1967.

Prior to beginning work, you are requested to contact Mr. Willard Scofield, Resident Engineer, P.O. Box 02157, Portland, Oregon 97202, so that your work may be coordinated with that of the State's contractor, and so that he may arrange to have it inspected by State personnel.

Reimbursement for work performed on or subsequent to January 25, 1967 will be made in accordance with PPM 30-3 dated October 15, 1966 upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in the bill.

Please note that the "GD" line as shown on your Exhibit "A" dated June 9, 1966 has been deleted from the construction plans as submitted to you with our letter of January 25, 1967. It is understood that this revision will be shown on your Exhibit "A" as now being revised in your office.

Very truly yours,

F.D. Morgan
Construction Engineer

ORIGINAL SIGNED BY
T. W. LITCHFIELD
By
T.W. Litchfield
Utilities Liaison Engineer

TWL:sg
cc: A.W. Parsons
F.B. Klaboe
I.D. Merchant
L.H. Young
C.H. Maison
L.W. Rulien
Willard Scofield
R.H. Rumbolz

RECEIVED
JAN 30 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 6 - 1967
FOR FILING

Form CD-121 (11-63) (Prec. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

I-80N-2(34)38

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: January 26, 1967

In reply refer to: 08-35.2-DA

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-80N-2(34)38
Bonneville-Hood River County Line Section
Grading, paving, structures & signing

P. S. & E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right of way or rights of entry have been acquired for occupancy and contractor's use, and further that control of access rights have been obtained with relocation advisory assistance provided as indicated in Mr. Moehring's and Mr. Litchfield's December 29, 1966 and January 4, 1967 reports except for the following:

File No. 37768 - Union Pacific

Prior to our authorization for you to proceed with railroad protective work related to the physical construction involved in this project or our concurrence in award of contract you should furnish this office with a copy of a permit of entry or agreement allowing entry to railroad property.

By separate correspondence dated January 25, 1967 we indicated the proposed agreement provisions included in the Union Pacific Railroad Company's January 18, 1967 letter were satisfactory and you were authorized to proceed with actual railroad adjustments. Submission of written evidence that the railroad has approved the design plans also is necessary prior to our concurrence in award.

Although otherwise indicated in Mr. Litchfield's August 5, 1966 report, it is understood that the utility adjustments involved will be on a non-reimbursable basis. However, it will be necessary for you to certify that necessary arrangements have been made for proper coordination of such work in your request for concurrence in award. In addition, in accordance with the provisions of sub-paragraph 15d of PPM 30-4, you should furnish this office the permits for the following utilities:

Cascade Locks City Light
Pacific N.W. Bell Telephone Company

2-6-67
REFERRED TO
with Young - Moehring Litchfield
By Asst. State Hwy. Engr.

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

It is our understanding that a letter is to be issued to plan holders indicating the steps necessary to protect and/or restore the landscaping and general appearance of the Quarry listed as available on page 2D of the plans. Concurrence in award will be contingent upon acceptability of the safeguards thus provided.

Use of Y-3 guide posts as listed under Item 43 of the bid schedule is no longer provided for under standard drawing 2106, as revised in December, 1966, and should be deleted in some manner.

The use of Article 102-1.3, Embankment Measure, of the Standard Specifications (1964) is approved for use on this project.

You are authorized to proceed with the contractor's flagging included in your estimate for $10,000.

The pavement type selection of the project is accepted on the basis of documentation attached to your March 2, 1966 "Project Base Design" sheet. Stage construction of the pavement is acceptable on the basis of this design. Eligibility of the future 2-inch overlays for financing with Interstate funds is thereby established, provided the work is completed with the statutory time limit set for completion of the Interstate system and provided sufficient apportioned FAI funds are available for expenditure at the time such work is undertaken.

Mr. Young's January 24, 1967 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items previously accepted.

Attachment

NOTED
F. B. KJABOE

RECEIVED
FEB 1 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 30 1967

Form DOT-1128 (11-63) (Prea. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

I-80N-2 (34) 38

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: January 25, 1967

In reply refer to: 08-35-EC
Ref: I-80N-2(16)38

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project I-80N-2(34)38
Union Pacific Railroad Company Agreement

The proposed agreement provisions included in the Union Pacific Railroad Company's January 18, 1967 letter, plans and estimate attached thereto furnished with Mr. Litchfield's January 20, 1967 letter, have been reviewed and are considered to be generally satisfactory subject to the following conditions:

1. Participation in the cost of railroad work will be contingent upon receipt and our approval of a satisfactory executed railroad agreement.

2. Reimbursement of Federal-aid funds for the pro rata share of such railroad costs as well as the cost of acquiring Parcel No. 37768 under Project I-80N-2(16)38 may not be claimed until such time when the Troutdale - The Dalles access agreement proposed by the railroad's March 19, 1965 letter is furnished to and approved by this office.

3. If action of the Executive Committee at the 52nd AASHO annual meeting on railroad insurance is not accepted by Public Roads, you should furnish information to establish the fact that the hazards involved in this project are sufficiently greater than those normally encountered on any railway - highway grade separation structure to justify an increase in insurance as provided under PPM 20-12.

4. Modifications of the PUC orders previously issued incorporating design revisions should be obtained prior to our concurrence in award on the physical construction.

NOTED
F. B. KLABOE

(more)

1-27-67
REFERRED TO
Young - Litchfield
BY ASST. STATE HWY. ENGR.

RECEIVED
JAN 20 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

5. Our acceptance of the agreement should not be construed as establishing eligibility for financing construction of the future retaining walls for future railroad tracks with Interstate funds.

6. Our January 19, 1967 memorandum approved the use of Bulletin No. 14-16 equipment rental rates.

7. The "GD" Line shown on the railroad's plans cannot be constructed and also should be corrected on Exhibit "A" since lack of provision of this access is the basis for including $12,500 damages in the $16,300 payment to the railroad. Item 4 of the UP letter should be clarified to indicate that this consideration partly is for relinquishment of access rights to nonoperating property of the railroad since Federal-aid funds cannot participate in obtaining access rights to abutting railroad operating property if locked gates are provided thereto.

You are authorized to proceed with work involving actual adjustments of the railroad. Authorization to proceed with advertising of the physical construction of the project will be covered by separate correspondence.

RECEIVED
COMMISSIONER
JAN 23 1967
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FOR FILING
I-80N-2(14)
6711

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 20, 1967

Honorable Jonel C. Hill
Public Utility Commissioner
200 Public Service Building
Salem, Oregon 97310

SXF-319 Pux 566

Re: In the matter of the application of the State of Oregon, by and through its State Highway Commission, for authority to construct an O-Xing over the Main line tracks of OWRR & N. Co.; UPRR Co., Lessee, known as the Ruckel Creek O-Xing project in Multnomah County, Oregon.
Motion to Further Amend Order #41898

Dear Sir:

The State Highway Commission has no objection to the Motion filed by the Oregon Washington Railroad & Navigation Company and Union Pacific Railroad Company which amends our Motion to Amend Order #41898.

Very truly yours,

G. E. ROHDE
Chief Counsel

By J. L. Sollis
JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:ja

cc: R. L. Porter
Fred Klaboe
Ivan Merchant
F. D. Morgan
L. W. Rulien
T. W. Litchfield

NOTED
R. L. PORTER

RECEIVED
JAN 20 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

In the Matter of the Application of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct an Overcrossing over the main line tracks of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, known as the RUCKEL CREEK OVERCROSSING project, located in the Northeast Quarter of the Northeast Quarter (NE¼NE¼) of Section 22, Township 2 North, Range 7 East, Willamette Meridian, Multnomah County, Oregon	SXF-319 MOTION

The Public Utility Commissioner of Oregon has heretofore entered his Order No. 41898 in the above matter, and the applicant subsequently filed a motion to amend said order in certain respects. Respondents Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company respond to said Motion and further move as follows:

I

Respondents have no objection to the substitution of Drawing #22483 dated November 17, 1966, for Drawing #20552 as revised May 18, 1965; subject, however, to the condition that said drawing be revised to indicate a three-foot rock blanket on highway fill slope adjacent to the railroad track at the westerly end of the overcrossing. Respondents move that said drawing be revised accordingly or be deemed to have been so revised.

II

Respondents further move that Order No. 41898 be amended by substituting the words "Dent No. 6" for "Dent No. 7", in the third line of the last full paragraph on Page 5, so that said paragraph will be consistent with substituted Drawing #22483.

III

Subject to the foregoing modifications, Respondents have no objection to Applicant's motion nor to the amendment of Order No. 41898 in accordance therewith.

Dated at Portland, Oregon, this 17th day of January, 1967.

~~/s/ Randall B. Kester~~
Randall B. Kester

~~/s/ John A. Reuling, Jr.~~
John A. Reuling Jr.
Attorneys for Respondents
Oregon-Washington Railroad &
Navigation Company and
Union Pacific Railroad Company

STATE OF OREGON)
) ss.
County of Multnomah)

I, JOHN A. REULING, JR., being first duly sworn, depose and say:

That I am Attorney for OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY and UNION PACIFIC RAILROAD COMPANY, the respondents in the above-entitled matter; that said Motion is based upon information furnished to me by appropriate officers and employees of said company; and that the same is true as I verily believe.

/s/ John A. Reuling, Jr.
John A. Reuling, Jr.

Subscribed and sworn to before me this 17th day of January, 1967.

/s/ Clifford N. Nelson
Notary Public for Oregon

My Commission expires March 12, 1968.

RECEIVED
JAN 21 1967

JOHN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. STRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, M.D.

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 20, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street NE
Salem, Oregon 97301

Re: Draft of Agreement with UPRR
Bonneville-Hood River County
Line Section
Columbia River Highway
Multnomah County
Project No. I-80N-2(8)38

Dear Sir:

Herewith you will find two copies of a letter from the Union Pacific Railroad Company dated January 18, 1967, in which they set forth 14 conditions the State must agree to in order that we may construct the above-captioned project. You will also find one copy of Exhibit "A" dated June 9, 1966, on which is shown easements the railroad is to grant to the State and the various work the railroad is to do in connection with this project. Two copies of the railroad's estimate of cost of work performed by their forces, Exhibit "C", are also included. Both these exhibits will be a portion of the final construction agreement.

The 14 provisions contained herein have been reviewed by the State and found to be satisfactory. With regard to the various provisions, we have the following comments to make:

Item No. 3: This paragraph provides for the wasting of embankment material within the area originally proposed by the State on preliminary plans, but deleted on recent preliminary plans. This area is being shown again on our final construction plans and will be made available to the contractor.

Item No. 4: The $16,300 mentioned is in conformance with the offer made to the railroad in my letter of October 3, 1966, and supported by our appraisals.

Item No. 7: A copy of the railroad's Dispersements Bulletin No. 14-16 dated December 16, 1966 was submitted to you with my letter of January 16, 1967, and I assume that a decision pending the use of these equipment rental rates will be forthcoming shortly from your office.

NOTED
TOM EDWARDS

Item No. 12: The railroad requests that we have our contractor provide insurance with $500,000/$1,000,000 limits due to the additional hazards involved in this project.

You will note in the last paragraph of the railroad's letter they state that they are in the process of revising Exhibit "A" to show the recent revisions in our structures and also the access road to the railroad on the west side of Eagle Creek. This is shown on Sheet 6 of our plans as the "A-R" Line. This is the only print the State has of Exhibit "A", and we will appreciate it being returned with your reply to this letter. A revised copy will be supplied to you with the agreement at a later date.

We request that you review this information and if it is satisfactory, authorize the State to advertise the above-captioned project as soon as possible.

Very truly yours,

F.D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T.W. Litchfield
Utilities Liaison Engineer

TWL:sg

Attachments

cc: ~~Tom~~ Edwards (w/ copy of UPRR letter and Exhibit "C")
F.B. Klaboe "
I.D. Merchant "
L.H. Young "
D.H. Moehring "
L.W. Rulien "
R.H. Rumbolz

RECEIVED
JAN 23 1967
OFFICE OF
STATE HIGHWAY ENGINEER

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

W. G. JOHNSON
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

JANUARY 18, 1967

Ref. File D 315 - 2 - 127

Mr. F. D. Morgan,
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

Atten: Mr. T. W. Litchfield,
Utilities Liaison Engineer

Dear Sir:

Bonneville - Hood River County Line Section
Columbia River Highway
Multnomah County - Project I-80N-2(8)38

Reference is made to your letter of January 6, 1967 and recent discussions with my office concerning proposed agreement between the Railroads and State of Oregon, covering reconstruction of the Columbia River Highway to Interstate standards under the above-captioned project.

For your information, agreement is being prepared, pursuant to the State's request, in the Railroads' standard form to provide for the following:

1. The State is to be granted an easement for construction and maintenance of the highway including the Eagle Creek and Ruckel Creek overhead structures at Railroad Mileposts 39.54 and 40.34 as indicated in yellow tint on attached copy of proposed Exhibit "A" print dated June 9, 1966.

2. As shown in green tint on said Exhibit "A" print, easements are to be granted to the State for constructing and maintaining highway slopes. This will include revisions to Forest road slopes under Railroad Bridge 39.90 over Eagle Creek.

3. Additional easements of a temporary nature are to be granted to the State to accommodate its construction including a wall to retain highway slopes immediately east of the overcrossing at MP 40.34, access roads which the State is to provide at either end of Railroad Bridge 39.90 and area for wasting of highway excavation materials. The waste area is indicated by purple outline on the Exhibit "A" print.

4. As consideration for easements granted and relinquishment of access rights to the Interstate Highway except at points to be provided by the State at Bridge 39.90, the State will pay the Railroads $16,300.

5. State will secure all necessary public authority at its own expense and construct and maintain the overcrossings as authorized by the Oregon Public Utility Commissioner and also in accordance with plans approved in advance by the Railroads' Chief Engineer and as otherwise covered by the agreement.

6. At own expense the State is to prepare plans and specifications, award contracts and supervise highway construction including necessary highway-type guard rails and drainage facilities.

7. Certain work is to be performed by Railroad forces for which our Companies will be reimbursed in accordance with Bureau of Public Roads' PPM 30-3; except rental rates for Railroad-owned-and-operated equipment will be those specified in our Auditor's Disbursements Bulletin No. 14-16 dated December 16, 1966. Tentative cost estimate for said railroad work is $65,850 and details are given in attached copy of proposed Exhibit "C".

8. To permit construction sometime in the future of an additional track as indicated in blue on the aforementioned Exhibit "A" print, future retaining walls as shown in yellow will be built at State expense near the

westerly end of Ruckel Creek overcrossing and easterly end of Eagle Creek overcrossing when required.

9. On completion of highway construction, presently contemplated, the State will maintain its highway and all appurtenances at own expense; the Railroads will maintain their facilities at own expense. In addition the State will maintain at its expense such facilities as are needed to provide access to the railroad at Bridge 39.90, whether these facilities include roadbeds lying on either highway right-of-way or highway easements from the Railroads.

10. Effective date of agreement is to be either day it is signed by the State Highway Commission or date construction work is started, whichever is earlier.

11. Three (3) years are to be allotted in the agreement as sufficient time for the State to complete the project.

12. Insurance in form satisfactory to the Railroads is to be supplied by the State's contractors substantially in form set out in the Bureau of Public Roads' PPM 20-12. While the Railroads' standard minimum limits have been $250,000/500,000 for both PD and BI on highway projects, limits of $500,000/1,000,000 will be required on this project due to the hazards involved.

13. Agreement will provide that the Railroads are not to be assessed for any cost on the project inasmuch as they will receive no benefit as provided in the Bureau of Public Roads' PPM 21-10.

14. Standard safety and liability measures and easement reservations will be in the agreement and it shall also provide for the State to vacate Railroad property upon completion of its work in a manner satisfactory to the Railroads.

I hope to be able to supply you with an agreement in line with the above in the very near future. In the meantime, however, Exhibit "A" print is being revised to reflect recent changes in plans by the State with respect

#4 - Mr. F. D. Morgan January 18, 1967

to the overcrossing structures. Also, access to the railroad at end of Bridge 39.90 is being shown as indicated in recent State plans.

Wish to thank you for your patience and cooperation and I hope this letter will permit you to proceed with advertising and awarding of construction contract.

Yours very truly,

W. L. Johnson

encs.

E X H I B I T " C "

WORK TO BE DONE BY UNION PACIFIC RAILROAD COMPANY, AT EXPENSE OF STATE OF OREGON, IN CONNECTION WITH RECONSTRUCTION OF THE BONNEVILLE TO HOOD RIVER COUNTY LINE SECTION OF COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY, OREGON TO INTERSTATE STANDARDS AND ESTIMATES OF THE COST THEREOF.

Installing 285 L.F. Single Inside Guard Rail, Rearranging Signal and Communications Facilities and Right-of-Way Fences, and Furnishing Engineering, Inspection, Flagging, Roadway Watchman and Other Protective Services.

Description	Labor	Material	Total
Engineering			
Preliminary	$ 1,500		
Construction	900		
Labor Additives	795		
Subtotal	$ 3,195		
Total			$ 3,195
Signal Work - Temporary M.P. 39.54			
Remove and restore electric rock warning fence	$ 500	$ 200	
Place signal circuits in temporary underground cable	1,500	1,300	
Labor and Material Additives	661	180	
Contingencies	199	150	
Subtotals	$ 2,860	$ 1,830	
Total			$ 4,690
Signal Work - Permanent M.P. 39.54			
Restore signal circuits to permanent location and abandon cable in place	$ 1,000	$ 400	
Labor and Material Additives	331	48	
Contingencies	99	42	
Subtotals	$ 1,430	$ 490	
Total			$ 1,920
Signal Work - Permanent M.P. 40.0 to M.P. 40.5			
Relocate jt. signal-communications pole line & signal facilities	$ 8,000	$ 3,400	
Labor and Material Additives	2,645	408	
Contingencies	800	342	
Subtotals	$11,445	$ 4,150	
Total			$15,595

Signal Work - Permanent M.P. 40.1 to M.P. 40.25			
Remove rock warning fence	$ 1,000		
Labor and Material Additives	331		
Contingencies	99		
Subtotal	$ 1,430		
Total			$ 1,430
Signal Work - Temporary M.P. 40.34			
Place signal circuits in temporary underground cable	$ 2,300	$ 2,000	
Labor and Material Additives	760	240	
Contingencies	230	200	
Subtotals	$ 3,290	$ 2,440	
Total			$ 5,730
Signal Work - Permanent M.P. 40.34			
Restore signal circuits to permanent location and abandon cable in place	$ 2,000	$ 800	
Labor and Material Additives	661	96	
Contingencies	199	84	
Subtotals	$ 2,860	$ 980	
Total			$ 3,840
Communications Work - Temporary M.P. 39.54 and M.P. 40.34			
Install communications circuits in temporary underground cable	$ 2,200	$ 5,222	
Labor and Material Additives	720	627	
Contingencies	220	521	
Subtotals	$ 3,140	$ 6,370	
Total			$ 9,510
Communications Work - Permanent M.P. 39.54 and M.P. 40.34			
Install open line wire and remove temporary facilities, turn filters over to State and abandon cable in place	$ 1,360	$ 100	
Labor and Material Additives	450	10	
Contingencies	140	10	
Subtotals	$ 1,950	$ 120	
Total			$ 2,070
Communications Work - Permanent M.P. 40.0 to M.P. 40.5			
Relocate communications facilities	$ 3,270	$ 217	
Labor and Material Additives	1,080	26	
Contingencies	335	22	
Subtotals	$ 4,685	$ 265	
Total			$ 4,950

Inner Track Guard Rail - M.P. 40.34			
Install 285 L.F. Single inside guard rail	$ 314	$ 527	
Labor and Material Additives	104	70	
Contingencies	32	53	
Subtotals	$ 450	$ 650	
Total			$ 1,100
Fences, Right-of-Way			
Rearrange right-of-way fences	$ 180	$ 90	
Labor and Material Additives	60	11	
Contingencies	20	9	
Subtotals	$ 260	$ 110	
Total			$ 370
Inspection			
Engineer - Inspector (8 mos. at $730/mo. plus vehicle and expenses)	$ 5,840	$ 3,680	
Labor Additives	1,930		
Subtotals	$ 7,770	$ 3,680	
Total			$11,450
Salvage Credit Allowed State			
Signal Material	$50.00		

Above cost figures are estimates only, and the State will reimburse the Railroad Company for all costs involved in handling the specified work, whether they be more or less than the estimated costs.

Flagging and other protective services and devices will be provided by the Railroads at the State's expense, to protect the railroad facilities, property and operations. In general, the Railroads will furnish such flagging or other protective services and devices:

First. For any excavation below elevation of track subgrade, if in the opinion of the Railroads' representative, track or other railroad facilities may be subject to settlement or movement;

Second. During any clearing, grubbing, grading, or blasting in proximity of the railroad facilities, which in the opinion of the Railroads' representative, may endanger or interfere with railroad facilities or operations;

Third. When any of the State's operations are carried on within or near railroad right-of-way and in the opinion of the Railroads' representative, could endanger railroad facilities or create a hazard to railroad operations.

Information as to the Railroads' employees which may be required to provide protection to railroad facilities is as follows:

Number (a)	Classification (b)	Base Pay (c)	Headquarters (d)
2	Section Laborers	$2.59 to $2.63 per hour	Bonneville, Ore.
1	Section Foreman	$2.73 to $2.94 per hour	Bonneville, Ore.

(a) A full flagging crew generally consists of three men. Under certain conditions, more than three men may be required or a lesser number may be sufficient; however, additional personnel, such as Communications Lineman and/or Signalman, may be used to protect communications and signal facilities, if deemed necessary by the Railroads.

(b) The classification is shown solely for information, and there is no guarantee that the above classes of labor will actually be used or that the rates of pay shown in column (c) will be those in effect at the time the work is undertaken.

(c) Shows base pay for normal eight-hour shift in effect January 1, 1966. Normal overtime rate is one and one-half times base rate.

(d) Estimated cost for travel per employee from headquarters to jobsite and return is $3.95 per round trip.

(e) In addition, protective devices, such as crossing signals, indicators, telltales, lights, telephone, etc., may be required.

To all direct labor costs, there shall be additional charges for Vacation Allowances; Health and Welfare; Railroad Retirement and Unemployment Taxes; Public Liability, Property Damage and Workmen's Compensation Insurance; and accounting and billing. For estimating purposes only, these additives collectively may be considered as approximately 30% of direct labor costs.

The determination of the cost of flagging and protective services and devices to be used as a basis for submitting of bids shall be the responsibility of the State or its prospective bidders.

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JAN 9 - 1967
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COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-80N-2 (34) 38
116

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 6, 1967

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. W.G. Johnson

Re: Elimination of Disposal Area
Bonneville-Hood River County Line Section
Columbia River Highway
Multnomah County
Project No. I-80N-2(8)38
YOUR FILE: D 315-2-127

Gentlemen:

It is our understanding that the preparation of the construction agreement for the above-captioned project has been delayed pending a field inspection of the disposal area by your Chief Engineer, Mr. R.M. Brown. This disposal area is shown on Sheets 1 and 2 B of our construction plans submitted to you with our letter of August 12, 1966.

In order to expedite the preparation of this agreement, we have decided to eliminate from the plans the disposal area as designated and make the handling of the excess material the responsibility of the contractor. This should also eliminate the need for Mr. Brown to make a field inspection of this site, and should allow you to proceed immediately with the finalization of the construction agreement.

In my letter of October 3, 1966, I stated that we were prepared to offer you $16,300 for the land, damages, timber, and damage to timber which is included in our File No. 37768, descriptions of which were submitted to you with our letter of April 27, 1965. We now are advised by our Right of Way appraisers that this offer is no longer proper; and therefore, the offer of $16,300 is hereby withdrawn. Instead, the State is now prepared to offer you $16,000 for all the property contained in File No. 37768. If this is satisfactory to the railroad, please include this amount in the construction agreement and submit it to us for execution at an early date.

It is now proposed to open bids for this project at a special letting on February 9, 1967, or shortly thereafter. In order to advertise this project by approximately January 17, the Bureau of Public Roads has advised that a letter from you setting forth the conditions of the proposed agreement,

NOTED
JOM

together with your estimate of costs for your work required by this project, will be satisfactory in lieu of a draft of the proposed agreement. In conversations with your Mr. Tabor on this date, he advised that such a letter could be in our hands by January 13, 1967.

Your cooperation in preparing such a letter and advising the undersigned upon its completion will be greatly appreciated.

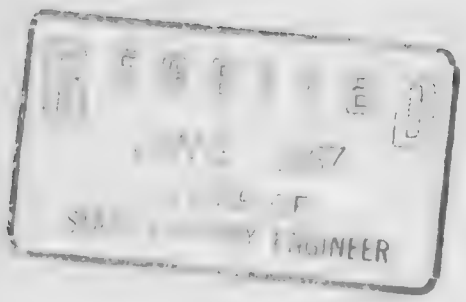
Very truly yours,

F.D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T.W. Litchfield
Utilities Liaison Engineer

TWL:sg

cc: Tom Edwards
F.B. Klaboe
I.D. Merchant
L.H. Young
D.H. Moehring
L.W. Rulien
R.H. Rumbolz



I-80N-2(34) Bonneville-H. R. Co. Line 1967
38 Sec., Col. R. Hwy. (Grad., pav.,
#6976 struct's. & sign.) Folder #1

RR-240

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DEC 2 - 1966
COMMISSIONERS
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH J. FRIELEN, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

S-801-2(34)38

C-11

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 30, 1966

NOTED
R. L PORTER

Mr. Jonel C. Hill
Public Utility Commissioner
200 Public Service Building
Salem, Oregon 97310

Re: Pux 566 - Ruckel Creek O-Xing
Your No. SXF-319
Union Pacific Railroad (OWRR &N Co.)
Multnomah County
Motion to Amend Order No. 41898

Dear Sir:

Herewith I hand you original and 4 copies of Motion to Amend Order No. 41898 of the State Highway Commission in the above-titled matter.

Two of the copies are for service upon Union Pacific Railroad Company, one copy for service upon Multnomah County and two copies are for use by your office.

Very truly yours,

G. E. ROHDE
Chief Counsel

By
JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:ja
Encls.

cc: R. L. Porter
Fred Klaboe
Ivan Merchant
F. D. Morgan
L. W. Rulien
Ted Litchfield

RECEIVED
NOV 30 1966
OFFI.
STATE HIGHWAY

JLS:ja
11-29-66

PUX 566

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the Matter of the Application of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct an Overcrossing over the main line tracks of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, known as the RUCKEL CREEK OVERCROSSING project, located in the Northeast Quarter of the Northeast Quarter (NE¼NE¼) of Section 22, Township 2 North, Range 7 East, Willamette Meridian, Multnomah County, Oregon.	No. SXF-319 M O T I O N T O A M E N D O R D E R N O. 4 1 8 9 8

Comes now the Applicant and moves that Order No. 41898 be amended as follows:

I

That Drawing #22483, dated November 17, 1966, be substituted for Drawing #20552 as it was revised on May 18, 1965.

II

That in paragraph 2, page 1, the # "22483" be substituted for # "20552".

III

That in paragraph 2, page 4, "923" be substituted for "920", and "Bent No. 5" be substituted for "Bent No. 6" in line 6.

IV

That paragraph 4 on page 4 be stricken in its entirety and there be substituted in lieu thereof the following: "The Overcrossing will consist of 8 spans of varying lengths which will be structural steel plate girders. A roadway width of 40 feet between curbs will provide for 2 lanes of traffic."

JLS:ja
11-29-66

V

That in all other respects Order No. 41898 conforms to the substituted Drawing #22483, attached hereto and by this reference made a part hereof.

Dated at Salem, Oregon, this 29th day of November, 1966.

STATE OF OREGON, by and through
its State Highway Commission

G. E. ROHDE

Assistant Attorney General and Chief
Counsel for the State Highway Commission

By_____
JACK L. SOLLIS
Utilities & Railroad Attorney

STATE OF OREGON)
) ss
County of Marion)

I, THEO. C. ROAKE, being first duly sworn, say that I am Assistant Bridge Engineer for the Oregon State Highway Commission and that the foregoing Motion to Amend Order No. 41898 is true as I verily believe.

THEO. C. ROAKE

Subscribed and sworn to before me this 29th day of November, 1966.

JACK L. SOLLIS
Notary Public for Oregon
My commission expires December 19, 1966

I certify that the above is a true and correct copy of the foregoing Motion to Amend Order No. 41898 and the whole thereof.

JACK L. SOLLIS
Utilities & Railroad Attorney

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DEC 2 - 1966
PUBLIC UTILITY COMMISSIONER
FOR FILING

GLENN L. JACKSON, CHAIRMAN
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 30, 1966

NOTED
R. L. PORTER

Mr. Jonel C. Hill
Public Utility Commissioner
200 Public Service Building
Salem, Oregon 97310

Re: Pux 567 - Eagle Creek O-Xing
Your File SXF-320
OWRR & N. Co.; UPRR Co.
Multnomah County
Motion to Amend Order No. 42167

Dear Sir:

Herewith I hand you original and 4 copies of subject Motion to Amend Order No. 42167 of the State Highway Commission.

Two of the copies are for service upon Union Pacific Railroad Company, one for service upon Multnomah County and 2 copies are for use by your office.

Very truly yours,

G. E. ROHDE
Chief Counsel

By
JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:ja
Encls.

cc: R. L. Porter
F. B. Klaboe
Ivan Merchant
D. D. Morgan
T. W. Litchfield
L. W. Rulien

RECEIVED
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OFFICE
STATE HIGHWAY ENGINEER

JLS:ja
11-29-66

PUX 567

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the Matter of the Application of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct an Overcrossing over the main line tracks of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, known as the EAGLE CREEK OVERCROSSING project, located near Mile Point 40 in the Southwest Quarter (SW¼) of Section 22, Township 2 North, Range 7 East, Willamette Meridian, Multnomah County, Oregon	No. SXF-320 MOTION TO AMEND ORDER NO. 42167

Comes now the Applicant and moves that Order No. 42167 be amended as follows:

I

That Drawing #21543 be substituted as Exhibit "A" in lieu of Drawing #10-D-1.

II

That in paragraph 3, page 1, # "10-D-1" be stricken and # "21543" be substituted therefor.

III

That in paragraph 2, page 4, the number "2,737" be stricken and the number "2,752" be substituted therefor.

IV

That in paragraph 5, page 4, strike the number "30" and substitute the number "40" in lieu thereof.

JLS:ja
11-29-66

V

That in all other respects Order No. 42167 conforms to the substituted Drawing #21543, attached hereto and by this reference made a part hereof.

Dated at Salem, Oregon, this 29th day of November, 1966.

STATE OF OREGON, by and through
its State Highway Commission

G. E. ROHDE

Assistant Attorney General and Chief
Counsel for the State Highway Commission

By_____
JACK L. SOLLIS
Utilities & Railroad Attorney

STATE OF OREGON)
) ss
County of Marion)

I, THEO. C. ROAKE, being first duly sworn, say that I am Assistant Bridge Engineer for the Oregon State Highway Commission, and that the foregoing Motion to Amend Order No. 42167 is true as I verily believe.

THEO. C. ROAKE

Subscribed and sworn to before me this 29th day of November, 1966.

JACK L. SOLLIS
Notary Public for Oregon
My commission expires December 19, 1968

I certify that the above is a true and correct copy of the foregoing Motion to Amend Order No. 42167 and the whole thereof.

JACK L. SOLLIS
Utilities & Railroad Attorney

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NOV 28 1966
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I-80N-2(34) 38

19416

November 28, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Columbia River Highway I-80N
Bonneville-Hood River Section
Multnomah County
Pile Foundations

Dear Sir:

With reference to your letter dated November 14, we are currently reviewing our footing design as per your recommendation.

We plan on using 12BP53 with a maximum pile load of 65 tons. The footing dimensions will remain unchanged in order to keep the uplift due to overturning moments to a minimum.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Marchant
L. H. Young

LLW:smd ja

RECEIVED
NOV 29 1966
FOR FILING

Form 68-121 (1963) (Prev. ed. A.C. 306-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. Tom Edwards

DATE: November 14, 1966

In reply refer to: 08-35.6

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Preliminary Plans and Foundation Data for I-80N Structures at Eagle Creek, Columbia River Highway

With reference to our memorandum to you dated October 18, 1966 we now have been advised that the proposed full shoulder width across the structures is satisfactory.

The foundation data submitted with Mr. Merchant's letter of October 21, 1966 has been reviewed. The report indicates that you are planning to use 10 BP42 H piles. We recommend a larger and heavier section with reinforced tips to provide more assurance of satisfactorily penetrating the rock debris material consisting of boulders, gravels, cobbles, broken rock and fines.

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM NOV 17 1966 PM
7,8,9,10,11,12,1,2,3,4,5,6

NOTED
TOM EDWARDS

RECEIVED
NOV 16 1966
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
OCT 20 1966

Form CD-121 (11-63) (Prev. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

Coast
TO KIN Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. Tom Edwards

DATE: October 18, 1966

In reply refer to: 08-35.6

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-2(8)38
Preliminary Plans for I-80N Structures at Eagle Creek

Your September 12, 1966 submission of revised preliminary plans for this project has been reviewed by our Washington office. They say they are not in a position to approve the revised plans showing full shoulder widths until such time as the proposed changes in the Design Standards are adopted by a vote of the AASHO members. They estimate the results of the voting will be known in six weeks.

As discussed with Mr. Merchant we request that you furnish us with three copies of the Foundation Report for the structures on this project.

NOTED
TOM EDWARDS

RECEIVED
OCT 13 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Copy
Mr. Merchant
10-19-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
SEP 13 1966

FOR FILING

Const
a/H
Loc R Hwy (a)

bp

September 12, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Attention Mr. Roy Tokerud

Re: Eagle Creek Viaduct
Ruckel Creek Overcrossing
of Union Pacific Railroad
Eagle Creek Bridge Reconstruction
Bonneville-Hood River County
Line Section
Columbia River Highway
Bridges No. 9382, 9377 and
2063A

Dear Sir:

In conformance with the proposal at the recent AASHO meeting in regard to the use of full shoulder widths on all structures except those of long spans, we are revising the roadway widths of the above-named structures to include the full shoulder widths. This will change the original proposed roadway width of 30 feet curb-to-curb with two-foot safety curbs on the Eagle Creek Viaduct and the Ruckel Creek Overcrossing and 31 feet curb-to-curb with one-foot, six-inch safety curbs on the Eagle Creek Bridge Reconstruction to 40 feet curb-to-curb with no safety curbs on all three structures. It is planned to use the "General Motors" type handrail on these bridges, thus making the structures 43 feet, six inches out-to-out as compared with 36 feet as originally approved.

EAGLE CREEK VIADUCT

This structure will remain as previously reported with these exceptions: The width of roadway as mentioned

RECEIVED
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Const
a/st
Loc R Hwy (a)
bp

September 12, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Attention Mr. Roy Tokerud

Re: Eagle Creek Viaduct
Ruckel Creek Overcrossing
of Union Pacific Railroad
Eagle Creek Bridge Reconstruction
Bonneville-Hood River County
Line Section
Columbia River Highway
Bridges No. 9382, 9377 and
2063A

Dear Sir:

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EAGLE CREEK VIADUCT

This structure will remain as previously reported with these exceptions: The width of roadway as mentioned

above. The west end span has been lengthened by eliminating the skew, placing the first bent at Station 1748+60 instead of 1748+88. Spans No. 1 and 21 have been changed from reinforced concrete box girder spans to that of welded structural steel girders, this being done to further unify the appearance.

EAGLE CREEK BRIDGE RECONSTRUCTION

With the exception of the change in roadway width, the features of this structure remain the same as submitted previously.

RUCKEL CREEK OVERCROSSING OF UPRR

In order to unify the appearance of this structure and that of the above-mentioned structures, this structure will be composed of eight structural steel girder spans instead of the combination of prestressed beam and structural steel girder spans. In making the change, the structural steel span series over the UPRR has been retained in its original position and instead of five 85-foot Type 4 prestressed girder spans at the west end, three 140-foot structural steel girder spans were substituted. This substitution required moving the west end of the bridge from Station 1791+24 to 1791+22. At the east end of the structure, three 102-foot structural steel girder spans have been substituted for the original three 88-foot Type 4 prestressed girder spans and the 41-foot reinforced concrete deck girder span. This substitution moved the east end of the structure from Station 1800+44 to 1800+45, thus increasing the structure length of 920 feet to 923 feet. The rearrangement of spans eliminates two bents.

In order to keep the centerline of columns and footings in the same location as on the previous design, it has been necessary to offset the roadway centerline two feet. This is due to the unsymmetrical widening which results in the two-foot offset between the roadway centerline and bridge centerline indicated on the attached plans.

It is estimated that the new cost for these structures will be as follows:

Eagle Creek Viaduct	$3,236,000
Buckel Creek Overcrossing of UPRR	946,000
Eagle Creek Bridge Reconstruction	507,000

This amounts to an increase of about $886,000 over the estimated cost for the narrower roadway. All of these estimates include 20 percent for engineering and contingencies.

We are attaching five prints of Drawings No. 22481 through 22483, B198 and B199, which are the preliminary plans and elevations for the structures along with typical cross-sections, grade lines and vicinity maps.

The attached prints, along with the above description, constitute our amended preliminary submission for your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Attachments

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant
L. H. Young

TCR:mb ja

RECEIVED
DEC 8 - 1966

SP*23500-734

FOR FILING
Exhibit 3 (24) of
1176

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

November 25, 1966

Salem, Oregon

To: G. E. Rohde
Chief Counsel

O F F I C E

Attention: Jack Sollis

SUBJECT: Amendment to Application PUC
Order #41898
Ruckel Creek Overcrossing
Union Pacific Railroad
Bonneville-Hood River County Line Sec.
Columbia River Highway
Multnomah County
Bridge No. 9377

Due to a recent change in the standard roadway widths of bridge decks, we are increasing the roadway width of the subject bridge from a 30' roadway width with two 3' safety curb and rail making the total width 36' out to out to a 40' roadway with two 1'9" parapet type rails making the proposed deck width 43'6".

The number and length of the spans of this structure has been altered and the type of superstructure has, for aesthetic purposes, been changed from part concrete deck girder and structural steel spans to all spans being of the structural steel plate girder type. In making these changes the horizontal and vertical clearances have been kept equal or greater than those shown on Exhibit A of the present order. The column locations in relation to the original center line of roadway remains the same.

We are attaching 12 prints of Drawing No. 22483 which show the revised plan and elevation of the subject structure. Will you please expedite an application for an amendment to the PUC Order as it is our desire to call for bids for the construction of this structure as soon as practical, a tentative date being February 9, 1967.

ORIGINAL SIGNED
T. C. ROAKE

Theo. C. Roake
Assistant Bridge Engineer

NOTED
TOM EDWARDS

TCR:jf
cc: Tom Edwards
T. W. Litchfield

RECEIVED
NOV 25 1966
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

RECEIVED
DEC 5 - 1966

FORM E-30X—50M—2-66 SP*23500-734

FOR FILING
I-205-2 (37) 3x
6771

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

November 25, 1966
Salem, Oregon

To: G. E. Rohde
Chief Counsel

O F F I C E

Attention: Jack Sollis

SUBJECT: Amendment to Application for PUC
Order #42167
Eagle Creek Viaduct
Bonneville-Hood River County Line Sec.
Columbia River Highway
Multnomah County
Bridge No. 9382

Due to a recent change in the standard roadway widths of roadway decks we are increasing the roadway width of the subject bridge from a 30' roadway width with two 3' safety curb and rail making the total width of deck 36' out to out to a 40' roadway with two 1'9" parapet type rails making the proposed deck width 43'6". The span lengths of the structure are the same as shown on Exhibit A of the PUC order with the exception of Bent #1 which has been lengthened by changing the end bent from a skewed bent to one at right angles to the center line of roadway. In doing this the station for the beginning of the bridge is now station 1748+65 instead of station 1748+60. The location of all of the columns and footings remains the same with the exception of Bent #1. All vertical and horizontal clearances remain the same.

We are attaching 12 prints of Drawing No. 21543 showing the proposed changes as a result of the roadway widening. Will you please expedite an application for the amendment to the PUC Order #42167 as it is our desire to call for bids for the construction of this structure as soon as practical, the tentative date being February 9, 1967.

ORIGINAL SIGNED
T. C. ROAKE

Theo. C. Roake
Assistant Bridge Engineer

TCR:jf

cc: Tom Edwards
T. W. Litchfield

NOTED
TOM EDWARDS

RECEIVED
NOV 25 1966
STATE HIGHWAY ENGINEER

FORM E-123X 50M 2-65

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN, MEDFORD
KENNETH H. RIDDEL, WASCO
DAVID B. SIMPSON, MEMBER, PORTLAND

RECEIVED
NOV 24 1966

FOR FILING

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 21, 1966

Mr. W. G. Johnson, Superintendent
Union Pacific Railroad Co.
2525 N. Larrabee Avenue
Portland 17, Oregon

Attention: Mr. Glen Tabor

Subject: Eagle Creek Viaduct and
Ruckel Creek O'xing
Union Pacific Railroad
Bonneville-Hood R. Co. L. Sec.
Columbia River Highway
Multnomah County
Brs. Nos. 9382 and 9377

Gentlemen:

In order to comply with the latest directive from the Bureau of Public Roads, we have revised the subject structures by increasing the roadway width to full shoulder width.

The Eagle Creek Viaduct roadway width will change from 30' width with 3' safety curbs and rails making a total width of 36' out-to-out to a 40' roadway width with 1'9" parapet type rails making the proposed width 43'6" out-to-out. The span lengths of the structure are the same as shown on Exhibit "A" of the PUC application with the exception of Span 1 which has been lengthened by moving the end bent back to Sta. 1748+65 instead of 1748+80. The reason for this change is to eliminate the skewed end bent. The centers of all the single column bents remain on the same alignment. Widening of the structure roadway will not change any of the columns as shown on Exhibit "A" of our application.

The Ruckel Creek Overcrossing will have the same change in deck width as the Eagle Creek Viaduct; however, in order to improve the aesthetic value of the structure, we have changed the structure from part concrete and structural steel viaduct spans to all spans of structural steel plate girders and in doing so, we have, for economic reasons, increased the length of spans. In doing so, we have still retained the original position of Bent No. 5 as shown on Exhibit "A" or Bent 4 as shown on the revised drawing. The horizontal and vertical

clearances are equal or greater than those previously shown on the original exhibit. Here again, the column locations in relation to the center line of the traffic lanes remains on the same alignment.

We are attaching 4 prints of Dwgs. Nos. 21543 and 22483 which show the plan and elevation of the proposed widened roadway of Eagle Creek Viaduct and Ruckel Creek Overcrossing of Union Pacific Railroad, respectively. Will you please expedite the review of these drawings in order that action may be taken to get the PUC orders revised.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

TCR:mb
Att.
cc: ~~Tom Edwards~~
T. W. Litchfield
Jack Sollis

RECEIVED
NOV 21 1966
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

FORM E-123X DSM 4-66

RECEIVED
OCT 6 1966
PORTLAND

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-80N-2(34)38

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 3, 1966

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. W. G. Johnsor

RE: Easement for Construction
Bonneville-Hood River County Line Section
Columbia River Highway
Multnomah County
Project No. I-80N-2(8)38
YOUR FILE: D 315 - 2 - 127

Gentlemen:

Herewith you will find one print of our right of way map No. 8B-24-11 on which is outlined in red the nine parcels of property as described in the information left in your Mr. Tabor's office on April 27, 1965, and as shown on our encroachment map No. 8B-26-10, four copies of which were left with Mr. Tabor on that same date.

Our appraisals on this property are now complete, and the State is prepared to offer you $16,300 for the land, damages, timber and damage to timber. If this is satisfactory to the railroad, please include this amou nt in the railroad agreement and submit it to us for execution. Bids are currently scheduled to be opened for this project on February 9, 1967.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

NOTED
TOM EDWARDS

TWL:bjm:fp
Enc.
cc Tom Edwards
F. B. Klaboe
Ivan Merchant
L. H. Young
D. H. Moehring
L. W. Rulien
R. H. Rumbolz

AUG 8 - 1966

FOR FILING

I-5-N-7(34)38

Form CD-121 (11-63) (Proc. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

KLAPOE

6976

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: August 3, 1966

In reply refer to: 08-35.EC/710.11

REFERRED TO
By Asst. State Hwy. Engr.
8-5-66

SUBJECT: Oregon Federal-aid Interstate Program

Mr. Young's two July 18 letters submitted five projects for inclusion in the subject program. These items include one Stage I and the remainder Stage 2 projects as follows:

Item	Project	Location	Work
454	I-5-5(34)273	Woodburn Interchange Section	Stage I - ROW
455	I-5-3(75)145	Cabin Creek Rest Area Section	Channel Imp. & Riprap
456	(Item returned per your request)		
457	I-80N-2(34)38	Bonneville-Hood River Co. Line	G-P- 4 strs.
458	I-5-6(61)302	Eastbank Freeway Section	Landscape

Approval of these items is effective this date subject to the following comments:

Item 454, I-5-5(34)273, Woodburn Interchange Section, is approved in Stage 1, and authorization to proceed with all phases of right of way including actual acquisition effective this date. This approval and authorization to proceed with this Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating, in any manner, any obligation on the part of the Federal Government to provide Federal funds for this undertaking.

Item 456 was returned to your office upon request.

On Item 457, I-80N-2(34)38, Bonneville-Hood River County Line Section, authorization to proceed with utility preparatory work is effective this date.

Item 458, I-5-6(61)302, Eastbank Freeway Section, provides for landscaping of this segment for highway purposes only, therefore participation in elements of this project for pedestrian utilization such as benches is denied. We understand, contrary to the PR-1 form, that neither lawn construction or jute matting is planned for this project. We further understand that adjustment of curbs, walks and construction of the ramp at Esplanade access (Station 427) is planned to be done under a change order on the East Marquam Interchange Section. We

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

suggest that it could be possible to add the walkway on the easterly side at approximately Station 430 to this proposed project.

This program action provides for 1.80 miles of improvement of construction and right of way at a total estimated cost of $5,701,000 (including $60,000 of Stage 1 financing) of which $5,189,000 is reserved as Federal-aid Interstate funds.

RECEIVED
AUG 1966
OFFICE
STATE HIGHWAY ENGINEER

RECEIVED
JUL 1 1966

FOR FILING

W. G. JOHNSON
SUPERINTENDENT
OREGON DIVISION

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION

DEPARTMENT OF OPERATION

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

JUNE 27, 1966

File Ref. D 315 - 2 - 127

Routing

Morgan	Moreland
Decker	Trout
Bond	Scott
Barbee	Wills
Walker	Litchfield
Glenn	Olson
Swan	

RECEIVED
JUL 28 1966
CONSTRUCTION
DIVISION

Mr. F. D. Morgan,
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

Dear Sir:

Bonneville - Hood River County Line Section
Columbia River Highway - Multnomah County -
Project I-80-2(8)38

Reference is made to your copy of my letter of even date to Mr. Merchant, forwarding Preliminary Plans to cover highway overcrossings proposed on the above-captioned project.

I am also returning to you, under separate cover, a set of Preliminary Plans for the overall project bearing the approval of Mr. H. H. Schmidt on behalf of the Railroad's Chief Engineer. His approval to these plans were given subject to the State providing 50' radius on approaches to the railroad access roads as indicated on Sheets 5 and 6.

NOTE → An agreement is in preparation by the Railroad on basis of plans returned to you and Mr. Merchant, as amended, and an effort is being made to supply the agreement as soon as possible to permit early scheduling of highway construction.

Very truly yours,

W. G. Johnson

cc: Mr. T. W. Litchfield,
Utilities Liaison Engineer
Oregon State Highway Department
Salem, Oregon 97310

NOTED
F. B. KLABOE

OFFICE
STATE HIGHWAY ENGINEER

Routing
Morgt. — Pease
Decker — Morelock
Bond — Trout
Barbee — Scott
Walker — Wills
Glenn — Litchfield
Swan — Olson

RECEIVED
MAY 20 1965
CONSTRUCTION

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

May 13, 1966

W. G. JOHNSON
SUPERINTENDENT
OREGON DIVISION

2925 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

File Ref: D 315 - 2 - 127

Routing
Morgan — Pease
Decker — Morelock
Bond — Trout
Barbee — Scott
Walker — Wills
Glenn — Litchfield
Swan — Olson

RECEIVED
MAY 13 1966
CONSTRUCTION
DIVISION

Mr. F. D. Morgan
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

Attn: Mr. T. W. Litchfield
Utilities Liaison Engineer

Dear Sir:

Reference is made to the State's proposal to protect the Railroad's cut slope with vegetation and a two-foot rock blanket at west end of the Eagle Creek Overcrossing structure which the State plans to build at Railroad Milepost 39.54 in connection with reconstruction of the Bonneville-Hood River County Line Section of Columbia River Highway under project I-80N-2(8)38.

In line with the recommendations made in your letter of February 2, 1966, modified as discussed in meeting between Railroad and Highway representatives at the site on February 14, we have no objections to the State protecting the slope with vegetation and rock blanket, omitting slope paving.

Kindly cover the slope protection accordingly in the State's final plans and specifications and furnish us with the usual 4 sets for approval. For your information, plans pertaining to construction of the Eagle Creek and the Ruckel Creek Overcrossings which were recently submitted by Mr. Merchant, the State's Bridge Engineer, are being reviewed and it is expected that we will be able to advise on these plans in the near future.

Yours very truly,

W. G. Johnson
MFA

Copies to:
Tom Edwards
FB Klaboe
ID Merchant
FD Morgan
Mark Astrup
LW Rulien
5-16-66
L

RECEIVED
MAY 17 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 17 1966
FOR FILING
I-80N-2(34)38
6716

May 16, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Tooth Rock Tunnel
FAI-80N-2(8)38

Dear Sir:

Your memorandum of March 21 furnished the State with epoxy paint specifications. Also enclosed were details of a method of preparing cracks in the tunnel lining, running free water, for the epoxy coating. These will be considered and used as required.

The sixth paragraph of the memorandum referred to exterior lighting approaching the tunnel and at the tunnel exits. The lighting installation as designed furnishes approximately 5 foot candles initially and will have a maintained lighting of approximately 3 foot candles at night. It is the State's belief that lighting outside the tunnel as mentioned in your memorandum is an excellent idea and we propose to install the same on this project for about 500 feet from each tunnel portal with a maximum intensity of approximately 1½ foot candles.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant
F. B. Crandall (enc.)
L. H. Young (enc.)

IDM:mb ja

RECEIVED
MAR 21 1966
FILING

Form CO-121 (11-63) (Prss. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: March 28, 1966

In reply refer to: 08-35.6

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. T. Edwards

FROM : D. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-2(8)38
Tooth Rock Tunnel

We enclose herewith one copy each of the following material for your information:

1. Memorandum dated March 21, 1966 from our Washington office following their review of preliminary plans and an inspection of the existing tunnel by Mr. Rooney of that office.

2. Suggested specifications dated December 31, 1965 by William Bradley for epoxy coating system (6 sheets).

3. Drawing sheet ORI and 2 pages of specifications (Sheets Nos. 49 and 50) for drainage channels in tunnel walls.

A second copy of the enclosures have been sent direct to your Bridge Department.

Enclosures

NOTED
TOM EDWARDS

RECEIVED
MAR 29 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

To - Oregon Division

11162

Mr. B. M. French, Regional Engineer
Portland, Oregon

March 21, 1966

ATTENTION: Mr. R. A. Stephenson, Regional Bridge Engineer

32-40

G. M. Williams, Director of Engineering and Operations
By: E. L. Erickson, Chief, Bridge Division, Washington, D. C.

E. L. ERICKSON

Oregon Project I-80N-2(8)38 - Tooth Rock Tunnel

Reference is made to your memorandums of March 7 and 10, and the field inspection trip on March 9 by Messrs. Stephenson and Tokerud of your office and Mr. J. I. Rooney of our office. In particular, our comments refer to the interior finish and lighting for the Tooth Rock Tunnel.

We have noted the State's engineers, in line with our inspection findings, consider that the excessive leakage in the tunnel warrants the elimination of the tile type of tunnel interior finish from the proposed reconstruction plans and the substitution of an epoxy paint in lieu thereof.

The enclosed specifications covering an epoxy coating system for concrete surfaces in a concrete tunnel structure is strongly recommended for your consideration. It can be noted therein that in the second colored epoxy coating a glass flake type of finish would be used; this type of finish, effecting a hard resistant surface, would have a particular advantage over normal epoxy types in providing greater ability to withstand attacks from diesel fuels and blasts, gases, and acids, plus improvements in light reflectance factors and reducing maintenance cleaning problems.

We emphasize that epoxy coating should be placed only on a clean, smooth, and dry tunnel surface; sand blasting of the surfaces has been effective; if leakage and damp, wet areas of the tunnel surface cannot be cured and made dry by grouting methods, we are enclosing a copy of sheet ORI with two pages of specifications covering a device wherein a chase is cut in the tunnel walls, a one-half pipe installed, and the surface mortared over, the pipe drains would carry off excessive water to below the sidewalk surface level.

In regard to the lighting, the daytime levels of illumination mentioned in the State's letter of March 2, are satisfactory. We believe the night lighting should be reduced to an average maintained value of approximately 1 to 2 foot candles on the roadway throughout the length of the tunnel. A low level of illumination is preferable at night to avoid the problem of eye adaption when exiting from the tunnel into darker surroundings.

We feel that consideration should also be given to lighting about 500 feet of roadway adjacent to the ends of the tunnel to assist in transition from dark to light conditions prior to entering the tunnel and the

(more)

...e ... leaving. If this is done, the roadway lighting ... tu... should be about the same as that on the outside ... ..., and not greater than 2 to 3 times this value. ... ... may be increased gradually as the motorist approaches ... ... decreased gradually after leaving the tunnel.

...ume that the Eagle Creek Bridge will not be lighted. The night ...ng in and near the tunnel should not be so bright that the motor- ... ability to discern the bridge is impaired after leaving the ...ed ar...

...losures - 3

WILLIAM J. BRADLEY

ADVISOR ON PAINT FOR STEEL

90 LONGUE VUE DRIVE PITTSBURGH, PA. 15228

PHONE 341-9949

Steel

Specification

December 31, 1965.

Concrete Tunnel Structures

Epoxy Coating System for Concrete Surface

(Patent Pending)

1- Scope

1.1 Scope: The work covered in this specification consists of all labor, supervision, materials and equipment required in the preparation of concrete surface and applying epoxy paint to the prepared concrete surface in conformity with locations and dimensions shown on the plans and in conformance with these specifications.

It shall also include protecting from epoxy paint spatter and drip those surfaces not to be painted and cleaning from such surfaces any epoxy paint which spatters or drips on them during painting operations.

2 General

2.1 General: Concrete surface shall be smooth without any imperfections showing openings, ridges or formwork variations; it would be advisable to have one continuous steel form between expansion joints; multiple short length forms will not be acceptable because of joint irregularities.

B.R.R. Wash. D.C.

3. Cleaning and Surface Preparation

3.1 All concrete surfaces shall be cleaned and effectively prepared by sandblasting and only dry sand shall be utilized. The sandblast sand shall be sharp and clean of an approved grade and the particle size shall be between 30 and 60 mesh. After sandblasting is complete the surfaces shall be vacuumed or swept clean to remove all loose particles. All cracks that may be present in the concrete shall be repaired and filled - preferably with an approved type of epoxy mastic.

3.2 Any extraneous or foreign contaminants that may have become deposited or allowed to remain on to the sandblast prepared concrete surface shall be effectively removed by rinsing with clean water and/or with special prepared solutions containing selected detergents and water soluble alkaline phosphates.

3.3 All concrete surfaces shall be clean and dry.

4. Preparation of Epoxy Paints for Application

4.1 Both the Epoxy Primer Seal Coating and the Colored Epoxy Coating with Glass Flakes Finish Coating are two component epoxy polyamide type formulations. The two components shall be thoroughly mixed and blended together, preferably by mechanical agitation, approximately thirty minutes to one hour prior to actual application.

4.2 Pot life of mixed Component No. 1 and Component No. 2 catalyzed material at 25° C is 24 hours.

4.3 The viscosity of both formulations should be satisfactory for application without the addition of any extra solvent thinning.

However, if viscosity adjustments are found necessary, only recommended types of Epoxy thinners may be utilized. Prior approval of Engineer must be officially obtained before any such additions may be made.

4.4 All equipment for mixing and spraying must be thoroughly cleaned with recommended type solvents after use and must be kept clean and mechanically maintained in a satisfactory condition.

5. Application

5.1 Application: Both of the specification two component epoxy coatings shall be spray applied with approved pressure equipment either airless or regular pressure equipment.

5.2 It is preferred that all spraying work be done when the relative humidity is less than 85 percent and the atmospheric temperature approximates 60° F. or above.

5.3 Since concrete surfaces vary as to porosity and density, this specification system consists of an initial flash coat of catalyzed Epoxy Clear followed with a full wet cross-spray coat of catalyzed Colored Epoxy Coating with Glass Flakes Finish. After the surfaces are cleaned in accordance with Article 3 of this specification, the flash coat shall be applied to seal the surface and aid in adhesion. After the flash coat is sprayed it should be allowed to partially dry or to "cure" for thirty minutes to one hour, and before all tackiness is lost, the full wet coat of Colored Epoxy Coating with Glass Flakes Finish shall be applied to a dried film thickness of five (5) mils minimum of colored finish.

5.4 In applying the two component epoxy system,

each coating will be sprayed in a cross spray pattern - with special care taken to cover corners and sharp edges. The sprayed film shall be such that a full wet film is produced at all times on the surface without sagging. If a sag or run appears it shall be brushed out immediately using a brush dampened in recommended spray thinner. The brush should be drawn lightly and slowly over the sag in order not to reduce the thickness or uniformity of the film.

5.5 If more than one coat of colored finish is required, there shall be a minimum of six hours drying time allowed for each coat at temperatures above 60°F. At temperatures below 60°F, eight hours shall be the minimum drying time between each coat.

6. Paints

6.1 General: All paints shall be manufactured in accordance with high standards of quality, shall be well ground, shall show no skinning in a freshly opened full can, nor bad settling and caking. They shall be capable of being broken up easily with a paddle to form uniform paint.

6.2 All ingredients used in the manufacture of these products shall conform to applicable "Government Specifications" and or "A.S.T.M. Specifications."

6.3 Epoxy Primer Flash Coating Clear. (If desired for visual color identification purposes, a small amount of white or other color pigments may be ground in with either components)

a) Component No. 1 - Composition

Epoxy Resin Solids - - - - - -	42.5 % (± 1.0%)
Combined Solvents - - - - - -	57.5 % (± 1.0 %)
	100.0 %

Epoxide equivalent of epoxy resin ----- 525-550
Specific Gravity ----- 1.16 to 1.21
Melting point of solid resin ----- 145° - 175° F
Weight per gallon at 25° C. ----- 8.3 lbs (± 0.2)

b) Component No. 2 - Composition

Polyamid Resin Solids ----- 28.0 o/o (± 1.0 o/o)
Combined Solvents ----- 72.0 o/o (± 1.0 o/o)

Amine Value of Polyamid Resin ----- 210 to 220
Specific gravity ----- 0.99
Melting point ----- Viscous Fluid

6.4 Special Colored Epoxy with Glass Flakes Tunnel Finish*
*(Patent Pending)

Composition of Component No. 1

Combined Pigments ----- 52.5 o/o (± 2.0 o/o)

Titanium Dioxide (Rutile non-Chalking) -- 36.2 o/o min.
Magnesium Silicate ----- 13.6 o/o max.
Pulverized Glass Flakes ----- 47.5 o/o min.
Tinting Pigments ----- 2.7 o/o
100.0 o/o

(The percentage of tinting pigments will vary depending upon selected color)

47.5 o/o (± 2.0 o/o)

Vehicle

Polyamine Resin Solids ----- 57.3 o/o
Aromatic Amines ----- 5.7 o/o
Aromatic Solvents ----- 37.0 o/o
100.0 o/o

Physical Data of Component No. 1

Blend (Hegman) 7
Weight/gallon (pounds) at 25° C. 11.7 (± 0.2)

Composition of Component No. 2

Combined Epoxy Resin Solids 100.0 o/o

The blend of Component No. 1 and Component No. 2, using one volume of each, shall have the following properties:

Fineness of Grind (Stegman) ---------- 7
Viscosity (seconds on No. 4 Ford Cup) ------ 45 (± 10)
Air Dry Sprayed Film - Dust free ------- 3 to 4 hours
Dry to Handle ---------- 6 to 8 hours
"Cure" (air) ---------- 5 to 7 days (minimum)
Pot life of catalyzed material, at 25°C. ---- 24 hours
Average film thickness air pressure sprayed (one coat) 1 to 5 mils
Average film thickness airless sprayed (one coat) 1 to 6 mils +
Color to match the selected color standard.

William J. Brailey

Tooth Rock Tunnel
R. Wash D.C. 3/21/46

SECTION S 10 TILE FINISH ON TUNNEL CEILING AND WALLS

structure so that, when the ceiling is exposed, the joints between the tiles will be uniform. Longitudinal joints shall be laid parallel to the center line of the structure.

The Contractor shall do all field cutting and drilling required for the installation of the ceiling tile. All cutting shall preferably be done by power saws and the cut edges shall be free from chipping and shall be smooth and straight. Hand cut tiles shall be filed or ground smooth on the cut edges.

The joints between the ceiling tiles shall be grouted shortly after the tiles have been placed. The grouting shall be done by brushing Portland cement into the joints, after which water shall be applied by approved methods.

Care shall be taken not to disturb the ceiling tile until the grout has set and the glue on the paper has completely set to the tile. During the placing of the reinforcement and the concreting operations, extreme care shall be taken not to disturb the tile and any tile which is disturbed shall be re-set. Any foreign material which may fall on the tile shall be carefully removed. The concrete reinforcement shall be supported in correct position so that it is not in contact with the tile.

The concrete for the tile ceiling shall be carefully and uniformly deposited on the tile and compacted by approved methods during the pouring. The method to be followed in pouring and finishing the ceiling concrete shall be approved by the Engineer in advance.

Loose mortar in the joints between ceiling tiles shall be raked out and the mortar in all joints shall be removed to the depth of the cushion edge of the tile within twenty-four hours after the removal of the gummed paper. All joints, wherever necessary, shall be carefully pointed up with mortar so that all joints will appear the same in every respect.

B. Drainage Channels in Tunnel Walls.

Chases shall be cut in the concrete of the walls of the Tunnel Section at the locations where contraction cracks, construction joints, damp streaks or other indication of leakage occur, and lined drainage channels constructed by the Contractor as ordered by the Engineer, so that seepage through the wall tile may be prevented. All such drainage channels shall be constructed and connected at the bottoms to weep holes to be installed through the cement mortar base

Work with Sheet ORI

Foorey

or to holes to be drilled through the concrete ledge in accordance with the details shown on the Plans.

The drainage channels shall follow, in general, the direction of cracks in the walls of the tunnel.

The concrete at each crack or other location shall be cut out and channeled to the width and depth required for the installation of a lining. The back surface of the chase shall be chipped, if necessary, to form a reasonably smooth plane parallel to the face of the wall. The side surfaces of the chase shall be left sufficiently rough to furnish a satisfactory bond with the mortar backing to be placed after the installation of the lining.

The drainage channels shall be lined with either copper or split transite duct. If copper lining is used, it shall be soft (roofing temper) copper of standard commercial quality. All joints in the lining and weep holes shall be made tight to prevent any leakage of mortar through them during the placing of the mortar backing.

After the cutting of the chases and the installation of the lining and weep holes, the Contractor shall place a backing of mortar mixed in the proportion of one part of Portland cement to three and one-half parts of sand, by volume, to fill the remaining space in each chase between the lining and the face of the wall. The exposed surface of the mortar backing shall be deeply scored or scratched to provide a bond with the scratch coat.

4. Installation of Wall Tile.

Immediately prior to the application of scratch coats for the installation of wall tile, the concrete surfaces of the walls which are to receive wall tile shall be thoroughly cleaned by water at nozzle pressure or by other methods satisfactory to the Engineer. After cleaning, the surfaces shall be dampened, but not saturated, with water and a neat cement wash shall be applied immediately before the placing of mortar. The neat cement wash shall be thoroughly brushed into the scores or scratches in the surface of the concrete.

Mortar for scratch coats shall be composed of one part of Portland cement and two and one-half parts of sand, by volume, to which may be added lime paste not exceeding fifteen per cent, by volume of the cement. The amount of water to

or to holes to be drilled through the concrete ledge in accordance with the details shown on the Plans.

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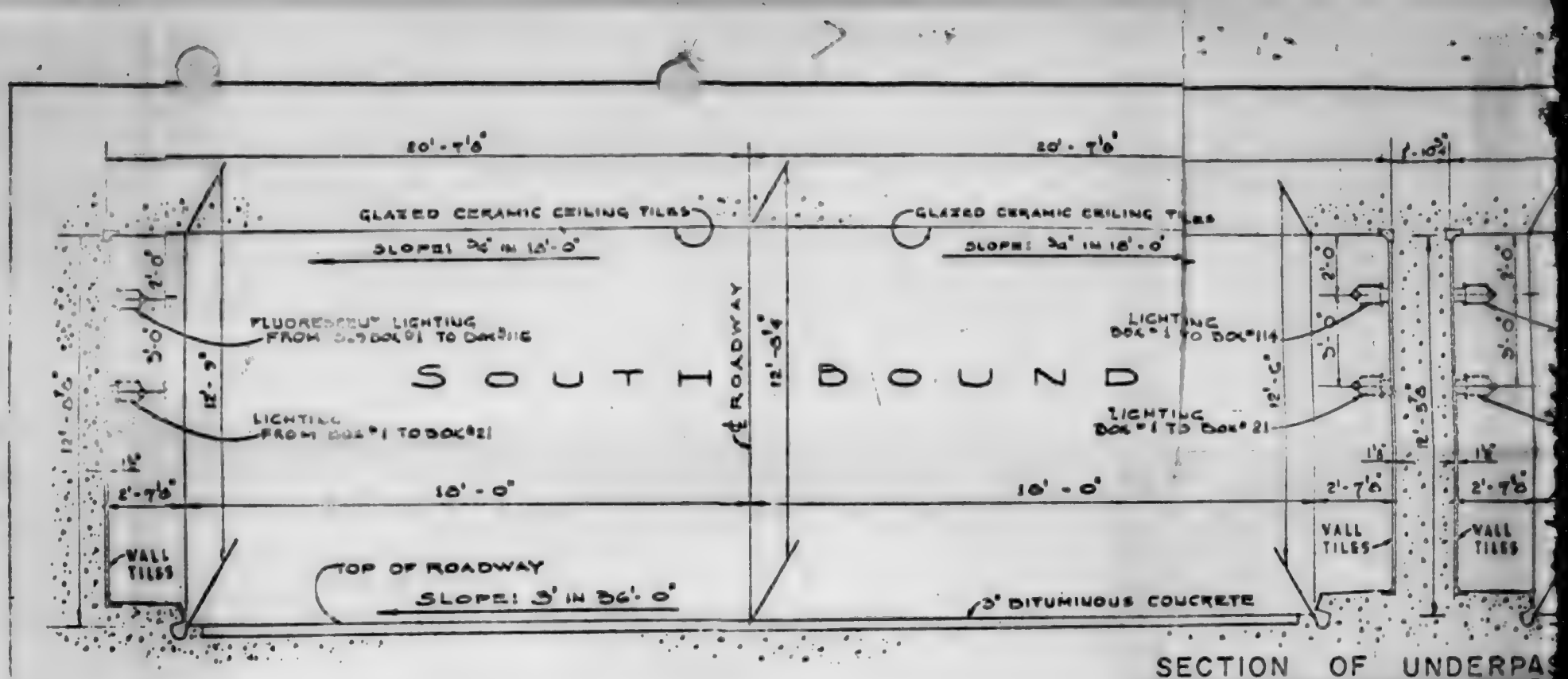
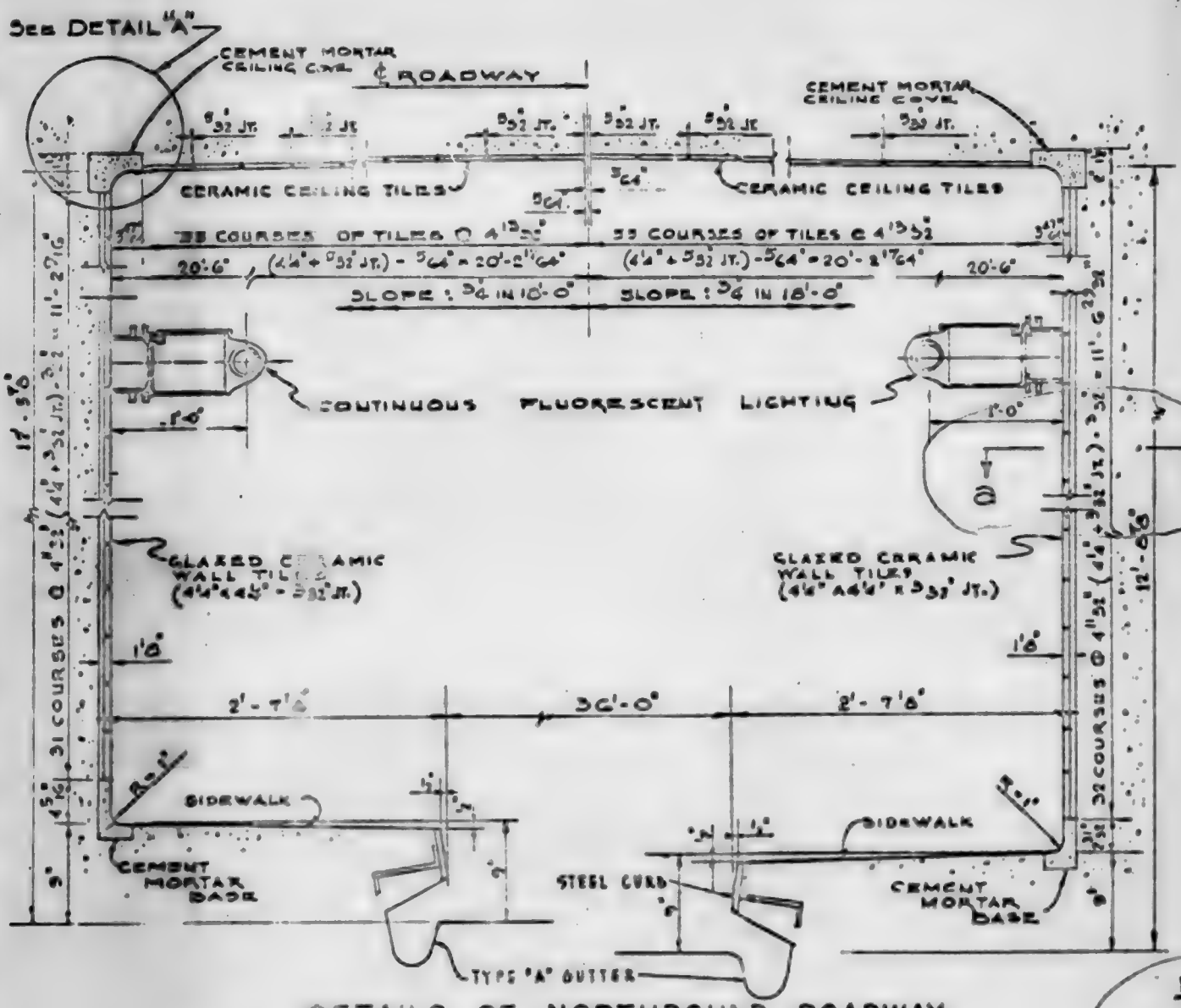
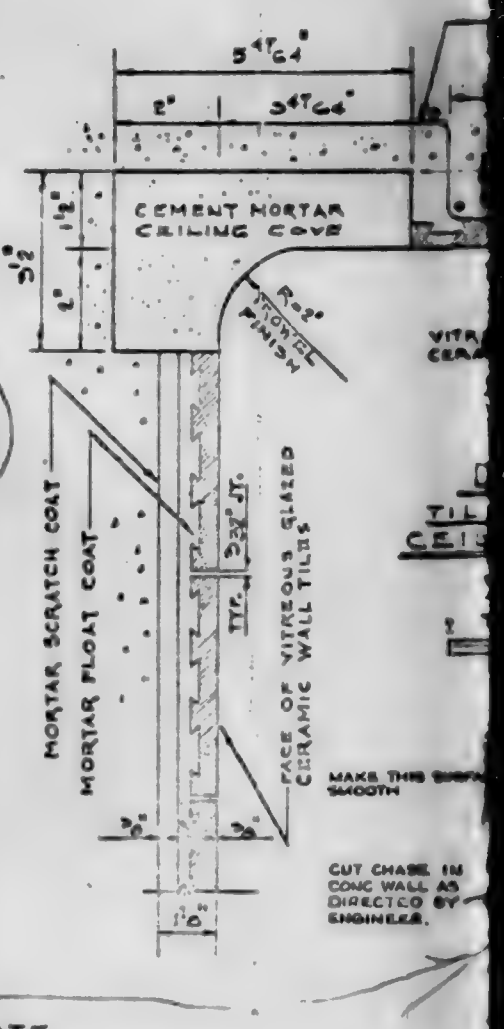


SECTION OF UNDERPAS

FROM STA. 116+75.00 TO STA. 110+25.19
FROM STA. 116+75.00 TO STA. 110+63.40

SCALE 3 0 3


SEE DETAIL "A"
CEMENT MORTAR CEILING COVE
℄ ROADWAY
CEMENT MORTAR CEILING COVE
CERAMIC CEILING TILES
CERAMIC CEILING TILES
33 COURSES OF TILES @ 4 13/32"
33 COURSES OF TILES @ 4 13/32"
20'-6"
(4¼" + 5/32" JT.) - 5/64" = 20'-2 11/64"
(4¼" + 5/32" JT.) - 5/64" = 20'-2 11/64"
20'-6"
SLOPE: ¾" IN 18'-0"
SLOPE: ¾" IN 18'-0"
CONTINUOUS FLUORESCENT LIGHTING
GLAZED CERAMIC WALL TILES (4¼" x 4¼" - 5/32" JT.)
GLAZED CERAMIC WALL TILES (4¼" x 4¼" x 5/32" JT.)
31 COURSES @ 4 11/32" (4¼" + 5/32" JT.) - 3/32" = 11'-5"
32 COURSES @ 4 11/32" (4¼" + 5/32" JT.) - 3/32" = 11'-9 21/32"
2'-7½"
36'-0"
2'-7½"
SIDEWALK
SIDEWALK
CEMENT MORTAR BASE
STEEL CURB
CEMENT MORTAR BASE
TYPE "A" GUTTER



DETAILS OF NORTHBOUND ROADWAY

(LOOKING NORTH)

SOUTH BOUND ROADWAY — OPPOSITE HAND

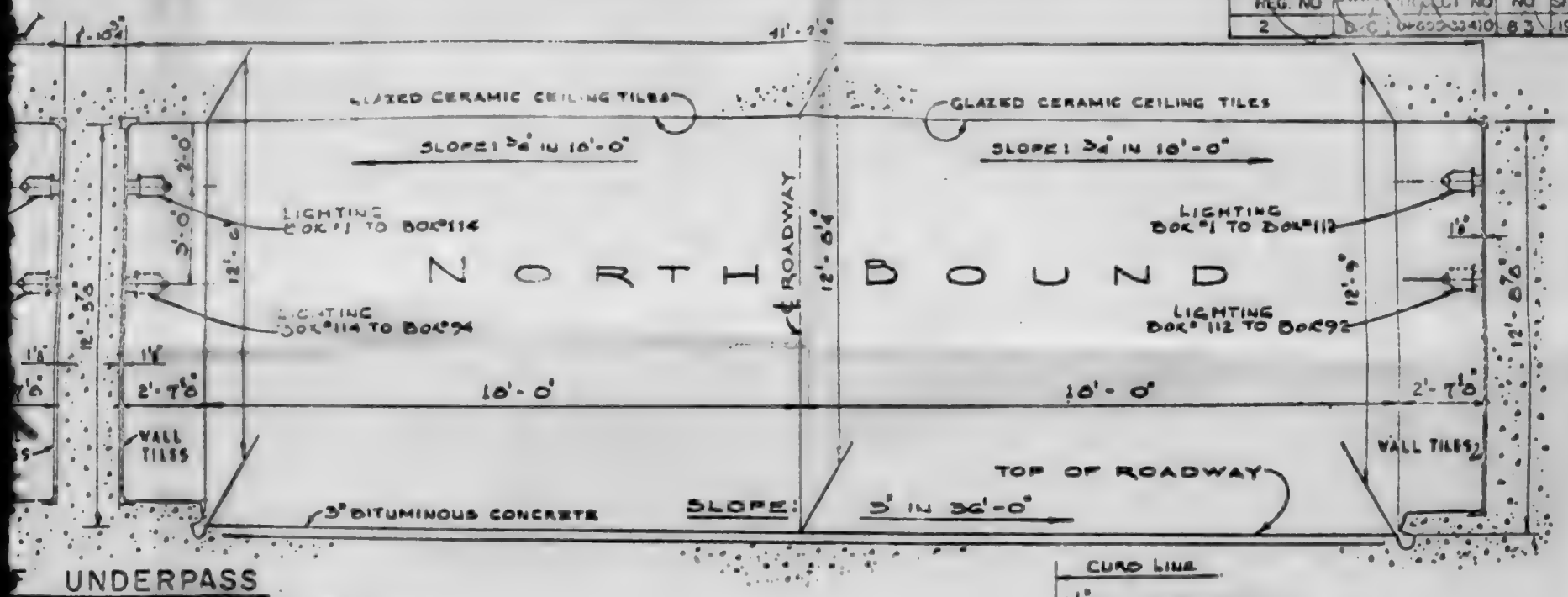
SCALE 1 0 1 2 FEET

NOTE

CEILING TILES REMAIN CONSTANT FROM P
THE NUMBER OF COURSES OF WALL TILES
THE SIZE OF CEMENT MORTAR BASE

Used Where leaks c
controlled by
such as grou

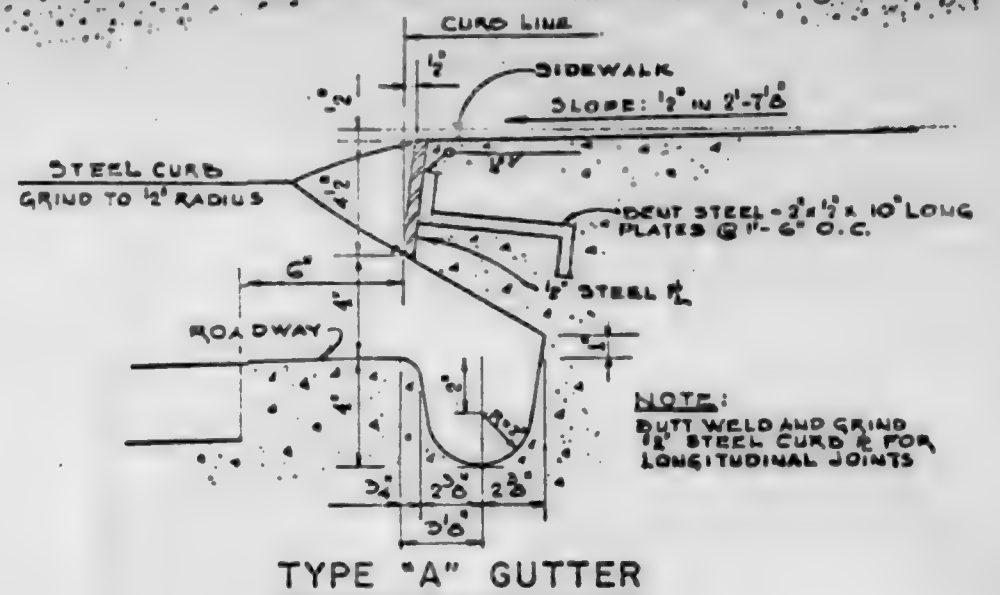
BU PUB RDS REG. NO	STATE	FED AID PROJECT NO	SHEET NO	TOTAL SHEETS
2	D.C.	[illegible]	83	196



F UNDERPASS

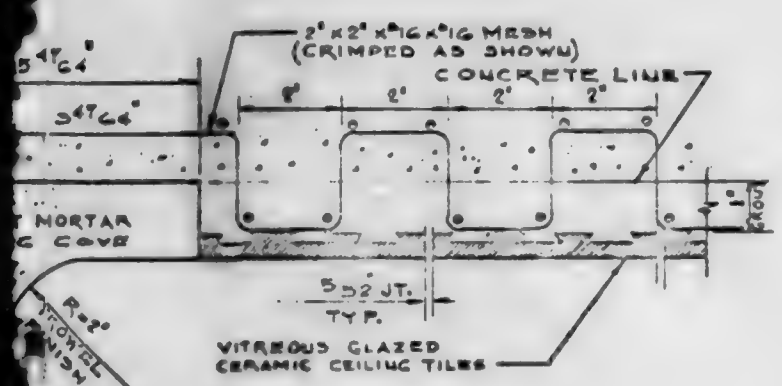
TO STA. 110+25.19 = NORTH BOUND ROADWAY
TO STA. 110+63.40 = SOUTH BOUND ROADWAY

0 3 6 FEET



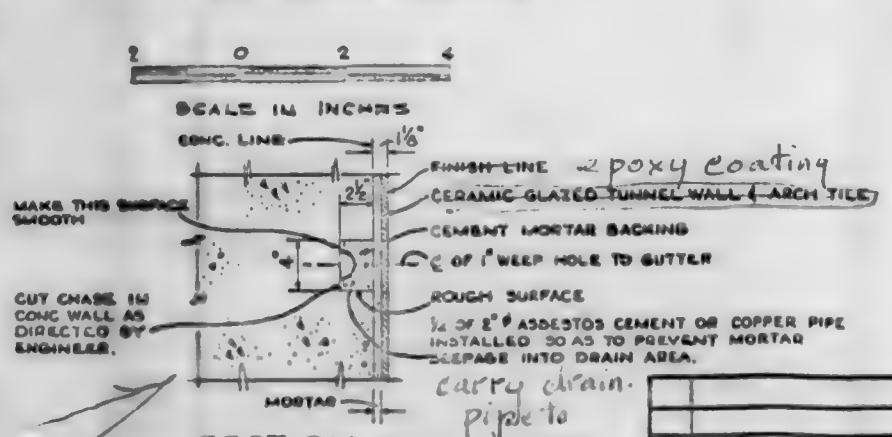
TYPE "A" GUTTER

0 1
SCALE IN FEET



DETAIL "A"
TILING DETAILS OF CEILING AND WALLS

2 0 2 4
SCALE IN INCHES


CONC. LINE
1⅛"
FINISH LINE
CERAMIC GLAZED TUNNEL WALL (ARCH TILE)
CEMENT MORTAR BACKING
℄ OF 1" WEEP HOLE TO GUTTER
ROUGH SURFACE
½ OF 2" ø ASBESTOS CEMENT OR COPPER PIPE INSTALLED SO AS TO PREVENT MORTAR SEEPAGE INTO DRAIN AREA.
MAKE THIS SURFACE SMOOTH
CUT CHASE IN CONC WALL AS DIRECTED BY ENGINEER.
MORTAR
2½

SECTION a-a

IN CONSTANT FROM PORTAL TO PORTAL.
[illegible] OF WALL TILES VARIES.
T MORTAR BASE VARIES ACCORDINGLY

e leaks cannot be
lled by other methods
as grouting.

carry drain pipe to drainage material below Sidewalk level.

REFERENCES

FOR ELEVATIONS OF UNDERPASS WALLS - PLAN SHEET NOS. 84 & 86
FOR UNDERPASS SECTIONS IN SUPER-ELEVATION - PLAN SHEET NO. 82
FOR TRANSITION DETAILS — — — — — — PLAN SHEET NO. 16

Revised for leakage factor for epoxy type of tunnel interior coating.

NO	DESCRIPTION	BY	DATE

REVISIONS

LINCOLN MEMORIAL PLAZA UNDERPASS

CERAMIC TILE FINISH SECTIONS CEILING & WALL TILE DETAILS

Shuit CRI

Room 214

RECEIVED
AUG 3 - 1966
FOR FILING
I-80N-2(8)38
4116
W. G. JOHNSON
SUPERINTENDENT
OREGON DIVISION

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

May 13, 1966

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

File Ref: D 315 - 2 - 127

Routing

Morgan	Peasa
Decker	Morelock
Bond	Trout
Barboo	Scott
Walker	Wills
Glenn	Litchfield
Swan	Olson

RECEIVED
MAY 13 1966
CONSTRUCTION
DIVISION

Mr. F. D. Morgan
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

Attn: Mr. T. W. Litchfield
Utilities Liaison Engineer

Dear Sir:

Reference is made to the State's proposal to protect the Railroad's cut slope with vegetation and a two-foot rock blanket at west end of the Eagle Creek Overcrossing structure which the State plans to build at Railroad Milepost 39.54 in connection with reconstruction of the Bonneville-Hood River County Line Section of Columbia River Highway under project I-80N-2(8)38.

In line with the recommendations made in your letter of February 2, 1966, modified as discussed in meeting between Railroad and Highway representatives at the site on February 14, we have no objections to the State protecting the slope with vegetation and rock blanket, omitting slope paving.

Kindly cover the slope protection accordingly in the State's final plans and specifications and furnish us with the usual 4 sets for approval. For your information, plans pertaining to construction of the Eagle Creek and the Ruckel Creek Overcrossings which were recently submitted by Mr. Merchant, the State's Bridge Engineer, are being reviewed and it is expected that we will be able to advise on these plans in the near future.

Yours very truly,

W. G. Johnson

COPIES TO:
TOM EDWARDS
FB KLABOE
ID MERCHANT
FD MORGAN
MARK ASTRUP
LW RULIEN
5-16-66
T

6/22/66
Expect to have ... 1 August

RECEIVED
JUN 1966
OFFICE OF
ENGINEER

RECEIVED
AUG 8 1966
KLABOE

RECEIVED
APR 21 1966
FOR FILING
I-80N-2(34) 38
6476

647

April 20, 1966

Union Pacific Railroad Company
Pittock Block
Portland, Oregon 97205

Attention Mr. O. W. Ryan

Gentlemen:

Re: License Agreement—Department #38173
Permission to Drill Test Holes
Bonneville-Hood River County Line Sec.
Columbia River Highway, Multnomah County

This is in reply to your letter of March 31 in which you ask if we desire to have this agreement extended past August 25, 1966, at which time it will expire.

Inasmuch as we plan to open bids for this project on July 26, 1966, we do not feel it necessary to extend this test hole agreement, but we think it desirable to proceed with the preparation of a construction agreement. It would be appreciated if the preparation of this agreement could be expedited so that this contract could proceed on schedule.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Mr. W. G. Johnson - UPRR
Forrest Cooper
R. L. Porter
Tom Edwards
Victor D. Wolfe
Ivan Merchant
F. D. Morgan
L. W. Rulien
L. H. Young
Jack Hesla
T. W. Litchfield

TWL:bjm srb

3179

APR 6 66

APR 5 66

UNION PACIFIC RAILROAD COMPANY
LAND DIVISION

O. W. RYAN
MANAGER OF PROPERTIES

H. C. HARVEY
GENERAL TAX AGENT

L. A. FISHER
GENERAL INDUSTRIAL AGENT

PITTOCK BLOCK
PORTLAND, OREGON 97205

March 31, 1966

28713

REFERRED TO
admin
BY SECRETARY

State of Oregon
State Highway Department
Salem, Oregon, 97310

Gentlemen:

Reference is made to license agreement Department No. 28713 in favor of State of Oregon, Oregon State Highway Commission, covering permission to drill test holes on Railroad Company right-of-way at Bonneville, Oregon, will expire by limitation August 25, 1966.

Will you please advise whether you desire extension of this agreement beyond that date?

Very truly yours,

O. W. Ryan

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan
Porter
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
APR 8 1965
CONSTRUCTION
DIVISION

RECEIVED
APR 4 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 4 - 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 14 1966

FOR [illegible]
Form CD-12f (11-63) (Prec. by A.O. 206-16)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon

I-80N-2(34)38

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 12, 1966

In reply refer to: 08-35.7

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-2(16)38
Bonneville - Hood River Past City Limits
Columbia River Highway
Right of Way

We are returning the approved right of way plans for the subject project. Authorization to acquire right of way on this project was given June 5, 1957. Federal participation is subject to the provisions of PPM 21-4.1, dated December 30, 1960.

The project agreement will be forwarded for your approval under separate cover.

Enclosure

REFERRED TO
Young Woods.
BY ASST. STATE HWY. ENGR.
4-14-66

RECEIVED
APR 13 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAR 23 1966
FORM E-30 DOR 10-65 SP*23401-734

I 2nd-2 (31) 38
6776

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 24, 1966

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

SUBJECT: Permit, 1507-24(Columbia R.-Misc.)-45
Bonneville-Hood River Co. Line
Columbia River Highway
Multnomah County

597

Reference is made to assignment no. 597 dated March 21, 1966, regarding the above subject.

The permit as issued by the Department of the Army has been reviewed by Construction and the Legal Departments and it appears to be satisfactory.

F. D. Morgan
Construction Engineer

By Donald L. Trout
Donald L. Trout
Rural Engineer

DEK:fp
Enc.

NOTED
F. B. KLABOE

REFERRED TO
Rahm - Merchant
BY ASST. STATE HWY. ENGR.
cc 7 all correspondence
initials hereon
3-28-66

RECEIVED
MAR 25 1966
OFFICE OF
STATE HIGHWAY ENGINEER

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
628 PITTOCK BLOCK
PORTLAND, OREGON 97205

3089

MAR 18 66

NPPOP-NA-1.4
1507-24(Columbia R.-Misc.)-45

15 March 1966

REFERRED TO
admin
BY SECRETARY

Oregon State Highway Department
Salem, Oregon 97310

REFERRED TO
Klaboe

Gentlemen:

The attached permit is issued with the understanding that the State of Oregon assumes full responsibility for the safety and safe passage of all watercraft, rafts and tows within the range of the construction activities, including, but not limited to, warning patrol boats and maintaining of communications with upstream water traffic and with the Bonneville Dam Lock personnel, during all periods when blasting operations are to be carried on and when disposing of excavated material in the Bonneville Pool.

The attached instrument authorizes the work only in accordance with the approved plans shown on the print attached to and made a part of the authorization. If it is necessary because of unforeseen or altered conditions to deviate materially from the approved plans, revised drawings showing any proposed changes must be submitted to this office in order that they may receive the approval required by law before the work is commenced.

Attention is invited to condition (i) of the instrument, which requires that this office be notified in writing concerning commencement, suspension, resumption, and completion of the work. If it does not conform substantially with the approved plan, the work will be unlawful. It is important, therefore, that the notices be received promptly in this office in order that inspections may be made at appropriate times.

Sincerely yours,

Ogden Beeman

1 Incl
Permit dtd 3 Mar 66

OGDEN BEEMAN
Chief, Waterways Maintenance Section

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 18 1966
OREGON
STATE HIGHWAY COMMISSION

DEPARTMENT OF THE ARMY

NPPOP-NA-1.4 1507-24(Columbia R.-Misc.)-45.

NOTE.—It is to be understood that this instrument does not give any property rights either in real estate or material, or any exclusive privileges; and that it does not authorize any injury to private property or invasion of private rights, or any infringement of Federal, State, or local laws or regulations, nor does it obviate the necessity of obtaining *State assent* to the work authorized. IT MERELY EXPRESSES THE ASSENT OF THE FEDERAL GOVERNMENT SO FAR AS CONCERNS THE PUBLIC RIGHTS OF NAVIGATION. (See *Cummings* v. *Chicago*, 188 U. S., 410.) 16—18109-2

PERMIT

Portland District, Corps of Engineers.
628 Pittock Block, Portland, Oregon 97206
3 March, 19 66

Oregon State Highway Department
Salem, Oregon 97310

Gentlemen:

Referring to written request dated 3 January 1966,

I have to inform you that, upon the recommendation of the Chief of Engineers, and under the provisions of Section 10 of the Act of Congress approved March 3, 1899, entitled "An act making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes," you are hereby authorized by the Secretary of the Army,

to construct a bridge pier, construct rock slope protection, and make a channel change, all in Eagle Creek, and to build a long structure around the northerly face of Toothrock, entailing rock excavation (including blasting) for structure footings, (maximum elevation of excavated material deposited in the Bonneville pool shall be 40.0 feet m.s.l.)
(Here describe the proposed structure or work.)

in Columbia River above Bonneville Dam,
(Here to be named the river, harbor, or waterway concerned.)

at the Multnomah-Hood River County line,
(Here to be named the nearest well-known locality—preferably a town or city—and the distance in miles and tenths from some definite point in the same, stating whether above or below or giving direction by points of compass.)

in accordance with the plans shown on the drawing attached hereto marked:
(Or drawings; give file number or other definite identification marks.)

"1507-24(Columbia R.-Misc.)-45/1", ")-45/2", ")-45/3", ")-45/4", ")-45/5", and ")-45/6",

subject to the following conditions:

(*a*) That the work shall be subject to the supervision and approval of the District Engineer, Corps of Engineers, in charge of the locality, who may temporarily suspend the work at any time, if in his judgment the interests of navigation so require.

(*b*) That any material dredged in the prosecution of the work herein authorized shall be removed evenly and no large refuse piles, ridges across the bed of the waterway, or deep holes that may have a tendency to cause injury to navigable channels or to the banks of the waterway shall be left. If any pipe, wire, or cable hereby authorized is laid in a trench, the formation of permanent ridges across the bed of the waterway shall be avoided and the back filling shall be so done as not to increase the cost of future dredging for navigation. Any material to be deposited or dumped under this authorization, either in the waterway or on shore above high-water mark, shall be deposited or dumped at the locality shown on the drawing hereto attached, and, if so prescribed thereon, within or behind a good and substantial bulkhead or bulkheads, such as will prevent escape of the material in the waterway. If the material is to be deposited in the harbor of New York, or in its adjacent or tributary waters, or in Long Island Sound, a permit therefor must be previously obtained from the Supervisor of New York Harbor, New York City.

(*c*) That there shall be no unreasonable interference with navigation by the work herein authorized.

(*d*) That if inspections or any other operations by the United States are necessary in the interest of navigation, all expenses connected therewith shall be borne by the permittee.

(*e*) That no attempt shall be made by the permittee or the owner to forbid the full and free use by the public of all navigable waters at or adjacent to the work or structure.

(*f*) That if future operations by the United States require an alteration in the position of the structure or work herein authorized, or if, in the opinion of the Secretary of the Army, it shall cause unreasonable obstruction to the free navigation of said water, the owner will be required upon due notice from the Secretary of the Army, to remove or alter the structural work or obstructions caused thereby without expense to the United States, so as to render navigation reasonably free, easy, and unobstructed; and if, upon the expiration or revocation of this permit, the structure, fill, excavation, or other modification of the watercourse hereby authorized shall not be completed, the owners shall, without expense to the United States, and to such extent and in such time and manner as the Secretary of the Army may require, remove all or any portion of the uncompleted structure or fill and restore to its former condition the navigable capacity of the watercourse. No claim shall be made against the United States on account of any such removal or alteration.

(*g*) That the United States shall in no case be liable for any damage or injury to the structure or work herein authorized which may be caused by or result from future operations undertaken by the Government for the conservation or improvement of navigation, or for other purposes, and no claim or right to compensation shall accrue from any such damage.

(*h*) That if the display of lights and signals on any work hereby authorized is not otherwise provided for by law, such lights and signals as may be prescribed by the U. S. Coast Guard, shall be installed and maintained by and at the expense of the owner.

(*i*) That the permittee shall notify the said district engineer at what time the work will be commenced, and as far in advance of the time of commencement as the said district engineer may specify, and shall also notify him promptly, in writing, of the commencement of work, suspension of work, if for a period of more than one week, resumption of work, and its completion.

(*j*) That if the structure or work herein authorized is not completed on or before the 31st day of December, 1968, this permit, if not previously revoked or specifically extended, shall cease and be null and void.

By authority of the Secretary of the Army:

WILLIAM J. TALBOTT
Colonel, Corps of Engineers
District Engineer

Ogden Beeman

By GEORGE E. HYDE
for Chief, Navigation Branch

ENG FORM 1 SEP 48 1721 (Civil) This form supersedes ED Form 98, dated 1 Apr 48, which may be used until exhausted.

EDM 1145-2-308

U. S. GOVERNMENT PRINTING OFFICE 16—13169-8

RECEIVED
MAR 17 1966
FOR FILING

I-80N-2(34)38
6976

March 14, 1966

Mr. Richard A. Mason
2705 SE River Road
Portland, Oregon 97222

529

Dear Mr. Mason:

This will acknowledge your letter of March 7 concerning the need for improved visibility in the Tooth Rock Tunnel on US30 at Cascade Locks.

At the present time we are preparing plans for the overall improvement of this section of highway. Included in this project will be improved lighting of the tunnel and either painting or lining of the tunnel walls and roof.

We thank you for your interest in traffic safety on our highways.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Victor D. Wolfe
Administrative Assistant

VPJ:njc mc

bc Forrest Cooper
R. L. Porter
Tom Edwards
F. B. Crandall

State Highway Dept.
Salem, Oregon.

RICHARD A. MASON
2705 S.E. River Road
Portland, Oregon 97222

3025

REFERRED TO admin BY SECRETARY

MAR 9 66 3-7-66

REFERRED TO WOLFE BY DEPUTY STATE HIGHWAY ENGINEER

Gentlemen;

Perhaps the "rate of accidents" may make me a liar but, having rode and driven over a lot of Oregon roads, I am still of the opinion that the tunnel near Cascade Locks is the most dangerous piece of highway in Oregon. (This is route 30).

There are no lights that are worth a whoop (if there are any), I don't remember a good white line, the side walls are dark colored unpainted, there are no Bott dotts making it all in all a dark spot in my memory. Please Phix. Thanks.

Richard A. Mason

Rereading this makes it sound not half bad enough.

R.A.M.

RECEIVED
MAR 8 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 8 1966
OREGON
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of Pages

Section BONNEVILLE - HOOD RIVER CO. LINE Highway COLUMBIA RIVER (FA 1) County MULTNOMAH

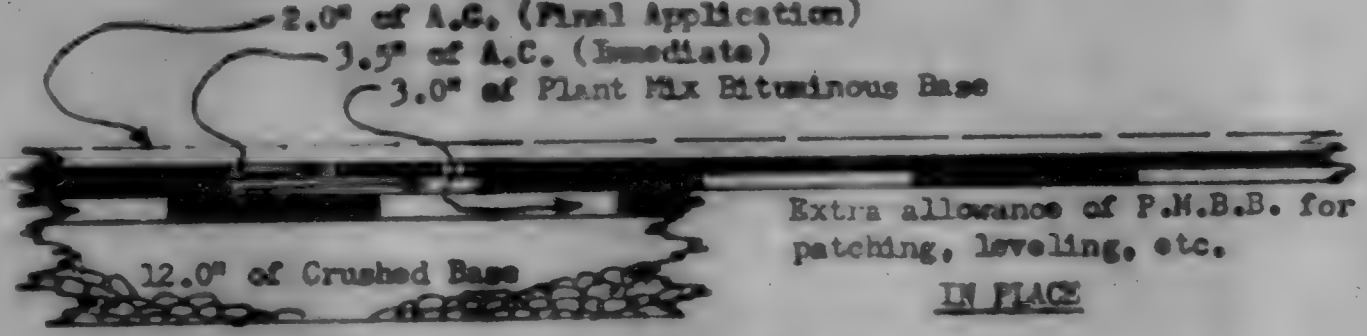
Res. Engr. _____ Approx. Length 1.5 Miles. Sta. 1737± to Sta. 1815±

Truck A.D.T. 868 Traffic Coefficient 10.5 18 kip s.a. per day 608.1.

Annual Precipitation 65"± Frost Penetration - - - - -.

(1)
Typical Soil
44 LL
16 PI
64 %P 10
33 %P200
36 %Gravel
10 %C Sand
20 %F Sand
20 %Silt
14 %Clay
24 "R" Value
(Corrected)

NEW WORK



EXISTING ROADWAY
WIDEN UTILIZED

Extra allowance of P.M.B.B. for patching, leveling, etc.

IN PLACE

From Plans
1935-1936
2.75" B-12 Bit. Mac.
2.25" Rock Base
12.0" Rock Subbase

March 1965
3"-7.5" Oil or A.C.
(Patches, seals.)
(overlays, etc.)
10"-29" Base Material

AASHO CLASSIFICATION:
A-2-7

MATERIAL SOURCES:
To be determined by the Engineer.

NOTED
F. E. HAMM

(1)
Gravelly Clayey Sand

Total Req.	Credit	Actual Thick.	
	NEW WORK		
	4.0	2.0	A.C. (F)
	7.0	3.5	A.C. (I)
	5.5	3.0	P.M.B.B.
	12.0	12.0	Cr. Base
28.5	28.5	20.5	
	EXISTING ROADWAY		
	4.0	2.0	A.C. (F)
	7.0	3.5	A.C. (I)
	IN PLACE		
	4.0	2.75	Bit. Mac.
	2.0	2.0	Oil or A.C. Patches
	11.5	16.0	Average Base
			Average
28.5	28.5	26.25	

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Chief Locating Engineer
Rural Engineer

Submitted by J. W. Yarbrough
Staff Assistant

Recommended by O. C. White
Engineer of Materials

Recommended by H. P. Cooper
Construction Engineer

Approved by F. K. Love
Asst. State Highway Engineer

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Section BONNEVILLE - HOOD RIVER CO. LINE Highway COLUMBIA RIVER (FA 1) County MULTNOMAH Prefix 626-1999

Res. Engr. _____ Approx. Length _____ Miles. Sta._____ to Sta._____ Date _____

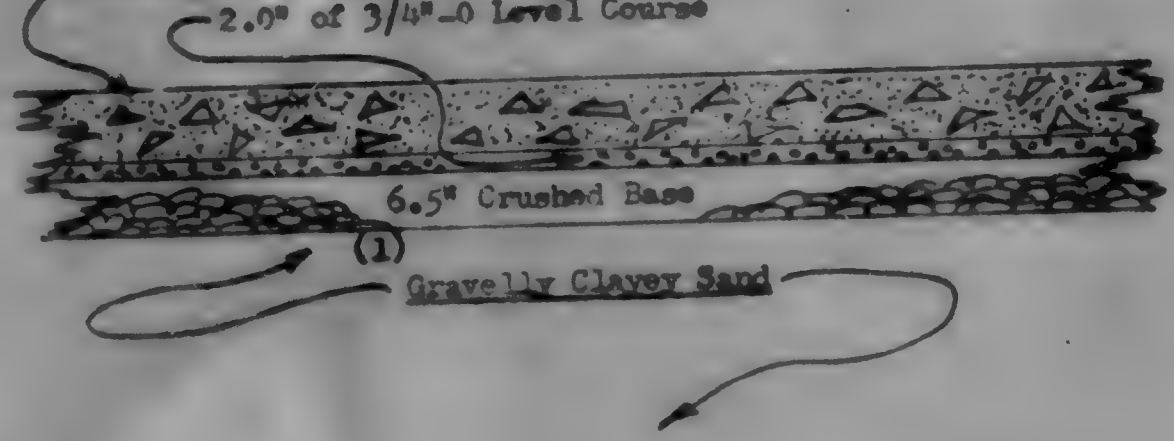
Truck A.D.T. _____ Traffic Coefficient _____ 18 kip s.a. per day _____.

Annual Precipitation _____ Frost Penetration _____.

CBE Total Req.	Credit	Actual Thick.	
		8.0	R.P.C.C.
		2.0	Level
		6.5	Cr. Base
		16.5	

TUNNEL SECTION

(1)
Typical Soil
LL
PI
See Page 1
%P 10
%P200
%Gravel
%C Sand
%F Sand
%Silt
%Clay
"R" Value
(Corrected)



AASHO CLASSIFICATION:

MATERIAL SOURCES:

Bonneville - Hood River
County Line
Columbia River Highway
Multnomah County

"OTHER ROADS"

Truck ADT	A.C. Wearing Surface	*PMBB or Leval	Crushed Base	Total CBE Req.	Actual Thickness
240-600	3.5"	*3.0"	13.0"	25.5"	19.5"
90-240	3.5"	*3.0"	10.5"	23.0"	17.0"
30-90	3.5"	2.0"	11.0"	20.0"	16.5"
8-30	3.0"	2.0"	9.5"	17.5"	14.5"
1-8	2.0"	2.0"	9.0"	15.0"	13.0"
Cars Only	2.0"	2.0"	6.0"	11.0" (Min.)	10.0"

Should substitutions be made use the "CBE" Column to obtain total thickness requirement and table below for values:

1.0"	Asphaltic Concrete	=	2.0" Crushed Base
1.0"	Plant Mix Bituminous Base	=	*1.83"Crushed Base
1.0"	Oil Mat	=	1.1" Crushed Base
1.0"	Stone Subbase	=	0.8" Crushed Base
	"EXISTING"		
1.0"	Bituminous Macadam	=	1.5" Crushed Base
1.0"	A.C. or Oil (Patching-Overlay)	=	1.0" Crushed Base
1.0"	Base Material	=	0.7" Crushed Base

*Per letter by O. A. White dated 1-11-66 regarding a retained strength requirement of 70%.

SECTION: BONNEVILLE - HOOD RIVER CO. LINE

HIGHWAY: COLUMBIA RIVER

COUNTY: MULTNOMAH

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT 7100 (Total)

B. Future ADT 14600 (Total)

C. Mean ADT 10850 $\left(\frac{A+B}{2}\right)$

D. Design Period 20 Years

E. No. of Lanes 4

F. Percent Trucks 16 (ADT Basis)

G. Trucks (in one direction) $\frac{F}{2}$ = 8 x (C) 10850 = 868

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 868 x (H) 100 % = 868

TRAFFIC COEFFICIENT = K $(I)^{0.119}$

where K = 4.669

= 10.5

SECTION: BONNEVILLE - HOOD RIVER CO. LINE

HIGHWAY: COLUMBIA RIVER

COUNTY: MULTNOMAH

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: When constructed to present O.S.H.D. surfacing thickness standards
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil
7. Stage Construction: Part of design
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Considerations: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable
13. Traffic Safety: See remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction

CONCLUSION AND REMARKS:

A.C. has been selected for the following reasons:

A cost comparison between Asphaltic Concrete and Continuously Reinforced Portland Concrete Cement was in favor of A.C. by about $5,000 per two lane mile. The existing roadway will be utilized where possible and brought up to present standards with an A.C. overlay.

Station		Hole No.	Depth	Top Size	Pt	P#40	P#200	LL	PI	SE	LAR	OAB	"K" Value	Classif.	Remarks
1798+30	Lt 4.5'	3	0-1½"	A.C. Broken											
			1½"-5½"	Oil								23.87		A-1-a	
				Compared to:								0.9	76	Gravel	
			5½"-15½"	4"	26.8	8.8	5.8	23	0	47.2		26.25		A-2-6	
			15½"-34"	3"	51.6	27.4	17.3	35	13	20.2		1.0	27	Si.Sa.Gr.	
1798+30	Lt 11'	4	0-1"	A.C. Broken											
			1"-4½"	Oil										A-1-a	
			4½"-6"	2"	51.3	17.9	12.4	24	4	38.3				Si.Sa.Gr.	
												22.40		A-1-a	
			6"-16"	3"	13.5	7.3	6.3	28	6	27.3	17.2	0.9	83	Gravel	
												40.93		A-2-6	
			16"-34"	3"	55.1	37.1	22.3	39	13	14.2		14.5	27	Si.Sa.Gr.	
				Compared to:											
Shoulder 1798+30	Rt 20'	13	0-5"	3/4"	91.3	38.4	18.7	A.C. in Sample					81	A.C.	
			5"-10"	1" Crushed Base - No Test											
				Compared to:								22.40		A-1-a	
			10"-16"	3"	18.5	7.8	6.3	28	6	27.3	17.2	0.9	83	Gravel	
1784+50	Rt 3.5'	1	0-1"	A.C.											
			1"-4 3/4"	Oil											
			4 3/4"-6"	Level Course - No Test											
												23.87		A-1-a	
			6"-16"	4"	26.8	8.8	5.8	23	0	47.2	14.5	0.9	76	Gravel	
			16"-20"	Rock Fragments - No Test											
														A-7-6	
			20"-28"	1½"	81.3	58.0	37.8	47	18	11.7			13	Gr.Cl.Sa.	

Station		Hole No.	Depth	Top Size	Pt	P#40	P#200	LL	PI	SR	LAR	OAD	"g" Value	Classif.	Remarks
1784+50	Rt 12'	2	0-3"	A.C.											
			3"-5"	3/4"-0 Level Course - No Test											
			5"-7"	Oil Mat (Dead appearance)								22.10		A-1-a	
			7"-16"	5"	17.3	6.5	4.1	23	0	42.3	14.5	0.9	78	Gravel	
												26.59		A-2-7	
			16"-36"	4"	72.7	53.3	33.0	44	16	12.5		3.5	24	Gr.Cl.Sa.	
				Compared to:											
1770+35	Rt 15'	12	0-5"	3/4"	96.3	38.4	18.7	A.C. in Sample					81	A.C.	
			5"-12"	1½" Crushed Base (8+% P#200 Sieve) No Test											
												33.46		A-2-4	
			12"—>	Compared to:								2.9	47	Si.Sa.Gr.	
				3"	48.6	28.4	20.4	38	10	17.6					
1770+25	Lt 3.5'	5	0-2"	A.C. - Shows stress											
			2"-5"	Oil										A-1-a	
				Compared to:										Si.Sa.Gr.	
			5"-9"	2"	51.3	17.9	12.4	24	4	38.3		22.40		A-1-a	
				Compared to:								0.9	83	Si.Sa.Gr.	
			9"-19"	3"	18.5	7.8	6.3	28	6	27.3	17.2	26.59		A-2-7	
				Compared to:											
			19"-26"	4"	72.7	53.3	33.0	44	16	12.5		3.5	24	Gr.Cl.Sa.	
1770+05	Rt. 10'	6	0-1"	A.C. Broken - Butted 1/4"-3/8"											
			1"-4½"	Oil										A-1-a	
				Compared to:										Si.Sa.Gr.	
			4½"-6½"	2"	51.3	17.9	12.4	24	4	38.3		19.65		A-1-a	
												0.6	71	Gravel	
			6½"-22"	4"	18.2	6.0	3.8	30	5	37.5	13.6	33.46		A-2-4	
			22"-36"	3"	48.6	28.4	20.4	38	10	17.6		2.9	47	Si.Sa.Gr.	

Station		Hole No.	Depth	Top Size	Pf	P#40	P#200	LL	PI	SE	LAB	OAB	"R" Value	Classif.	Remarks
1748+33	Rt 5'	8	0-½"	A.C. - Cracked - Patched											
			½"-4"	Oil											
			4"-6"	Level Course - No Test											
			6"-9½"	3"	22.7	7.3	4.8	A.C. in Sample			16.3	21.41	76	Gravel A-1-a	
			9½"-39"	4"	18.9	6.1	4.1	27	4	32.9		0.7	78	Gravel	
1747+10	Rt 17'	10	0-3"	A.C.											
			3"-5"	3/4"	91.3	38.4	18.7	A.C. in Sample					81	A.C. A-1-b	3" to 8" combined for "R" Value.
			5"-8"	1"	79.5	34.2	17.3	17	0	55.5			81	Gr.Si.Sa.	
			8"-16"	2"	Crushed Base - No Test Compared to:							23.58		A-1-a	
			16"-20"	3"	45.0	13.7	9.0	25	2	39.1		5.4	82	Si.Sa.Gr.	
												19.80		A-1-b	
			20"→	3"	41.5	26.0	19.1	27	0	14.9		0.7	70	Sa.Si.Gr.	
1747+00	Rt 11'	9	0-3½"	A.C. (1st blade lifts)											
			3½"-7½"	Oil											
												23.58		A-1-a	
			7½"-18"	3"	45.0	13.7	9.0	25	2	39.1		5.4	82	Si.Sa.Gr.	
												19.80		A-1-b	
			18"-30"	3"	41.5	26.0	19.1	27	0	14.9		0.7	70	Sa.Si.Gr.	

Station		Hole No.	Depth	Top Size	#4	#40	#200	LL	PI	SE	AAR	GAI	"g" Value	Classif.	Remarks
1746+00	Lt 18'	11	0-1½"	Oil											
			1½"-2½"	3/4"-0 Level Course - No Test											
				Compared to:									81		
			2½"-5"	3/4"	91.3	38.4	18.7					23.58		A-1-a	
				Compared to:								5.4	82	Si.Sa.Gr.	
			5"-18"	3"	45.0	13.7	9.0	25	2	39.1		19.30		A-1-b	
			18"-?	3"	41.5	26.0	19.1	27	0	14.9		0.7	70	Sa.Si.Gr.	
1744+72	Lt 11'	7	0-1½"	A.C. Shows stress, rutting											
			1½"-5"	Oil											
			5"-6½"	1½"	28.2	7.9	4.9	AC	AC	AC		20.28		A-1-a	
			6½"-13"	4"	32.4	10.7	7.2	21	0	42.4		0.4	79	Si.Sa.Gr.	
			13"-20"	4"	37.7	20.3	14.8	26	1	24.6		23.36		A-1-a	
												0.9	71	Si.Sa.Gr.	
				POSSIBLE EMBANKMENT MATERIAL											
												31.60		A-1-b	
Lt 1789+00	Rt 17'		4"	64.0	36.6	11.1	39	0	62.0			9.3	52	Si.Sa.Gr.	
												44.98		A-1-a	
1786+00	Lt 110'		4"	43.2	26.4	12.5	39	3	42.6			14.1	23	Si.Sa.Gr.	
														A-1-b	
1777+00	Rt 50'		3/8"	98.7	24.6	6.6	23	0	72.3				74	Gr.Sa.	

RECEIVED
MAR 2 - 1966
FOR FILING
I-ZON-2(34)38
6976

March 2, 1966

4412

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Bonneville-Hood River
County Line Section
Columbia River Highway
FA I-80N-2(8)38
Eagle Creek Bridge
Reconstruction and
Alterations to Tooth
Rock Tunnel

Dear Sir:

Upon receipt of your letter of February 16, we reviewed the "Tentative Standards Concerning Underpass and Tunnel Lighting" and hereby propose a design for the tunnel illumination which we believe will satisfy the wall brightness requirements outlined therein. Attached are five prints of a sketch showing the location of the fixtures in the tunnel cross-section.

It is planned to illuminate the tunnel with two continuous rows of fluorescent luminaires similar to G.E. type 308T. Fixtures in the entrance zone (west 200 feet) would have three F96T12HO lamps each and fixtures throughout the remainder of the tunnel would each have one F96T12HO lamp.

Latitude in design of illumination for this tunnel is severely restricted by the size and location of existing conduits in the tunnel ceiling. The proposed design would place the two rows of fixtures over existing junction boxes located approximately 5 feet 4½ inches each side of centerline. Existing conduits will be adequate for electrical distribution using 480 volt 3-phase power. Any other arrangement of fixtures would materially increase the cost of the tunnel lighting.

The proposed lighting arrangement would, during daytime, initially provide approximately 55 foot candles in the entrance zone and 22 foot candles in the remainder of the tunnel. At night, it is planned to operate one lamp in every fourth fixture in a staggered arrangement which will initially render approximately 5 foot candles throughout the length of the tunnel.

In answer to your question regarding the use of the cantilever type structure for the Eagle Creek Bridge reconstruction, this was done in order to distribute the longitudinal forces as equally as possible to the two existing piers. The use of a fully continuous type would require that the longitudinal forces for the entire structure be carried at one pier. This would result in costly underwater pier reconstruction which is avoided with our layout.

A prompt review and approval of our tunnel illumination design is requested, as this project is scheduled for contracting on April 28, 1966.

Very truly yours,

Forrest Cooper
State Highway Engineer

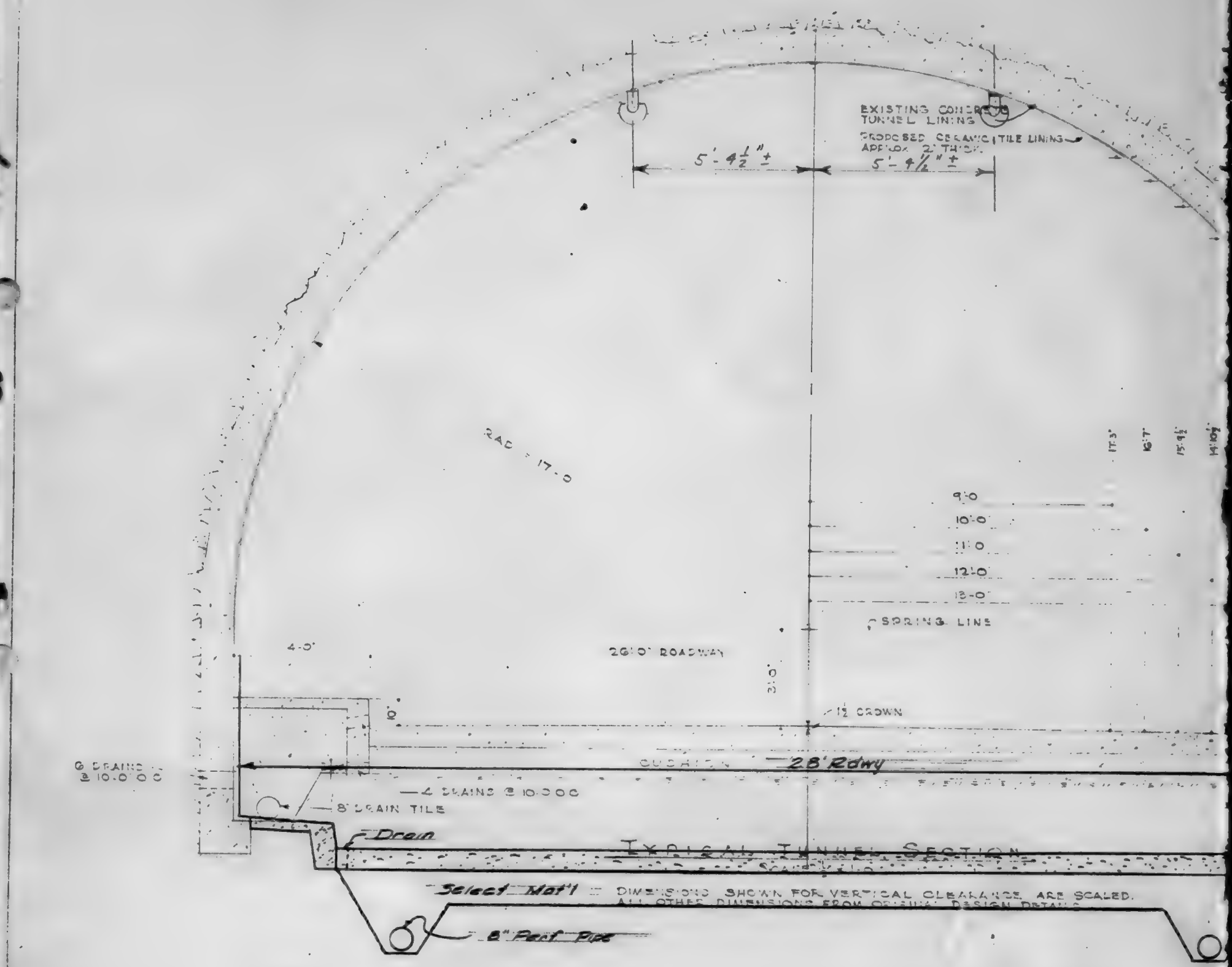
By

Tom Edwards
Assistant State Highway Engineer

Enc.

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
Ivan Merchant

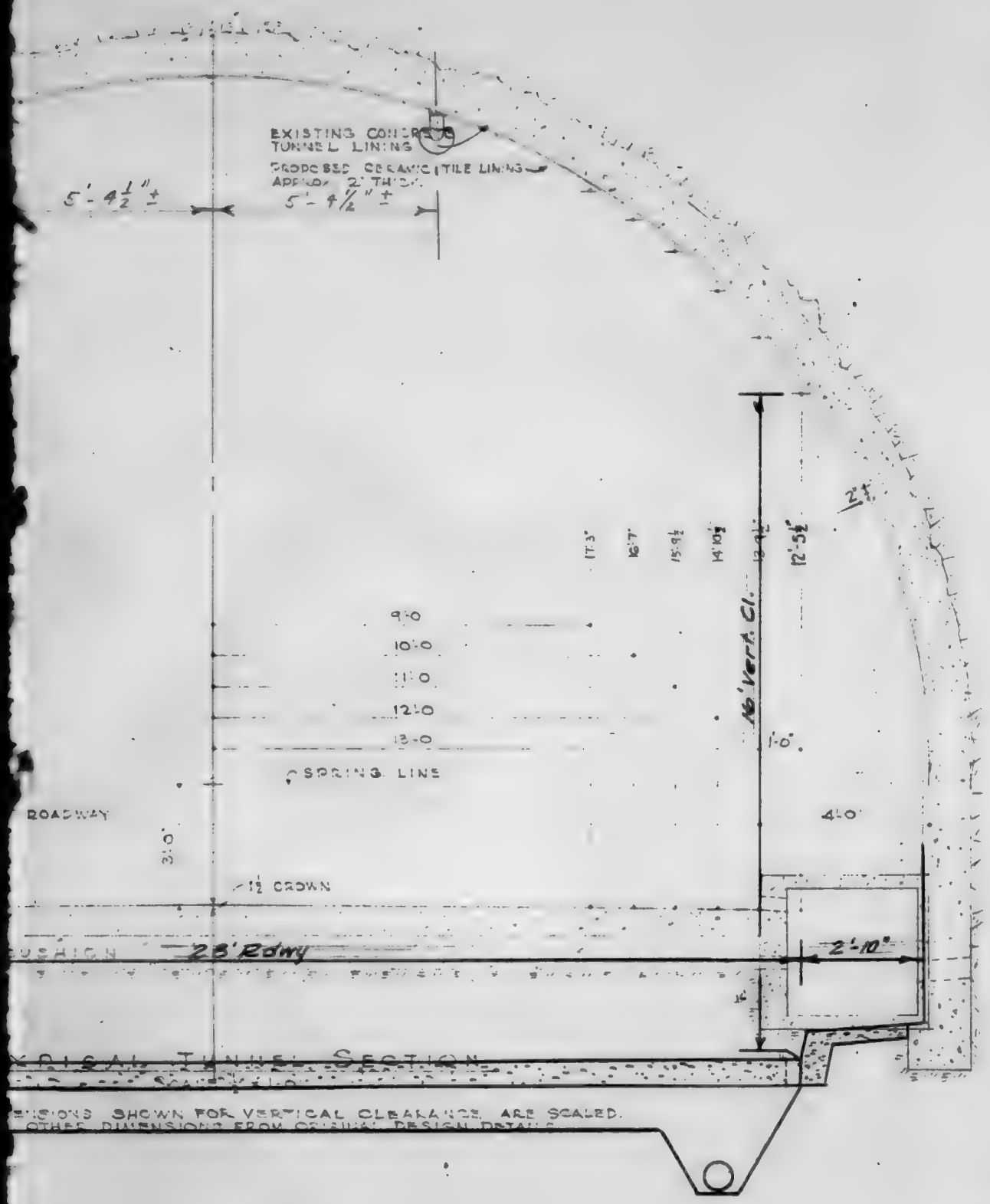
LLW:smd jwa



TYPICAL TUNNEL SECTION

SCALE: 1/2"

DIMENSIONS SHOWN FOR VERTICAL CLEARANCE ARE SCALED. ALL OTHER DIMENSIONS FROM ORIGINAL DESIGN DETAILS



TOOTH ROCK TUNNEL

BONNEVILLE - HOOD RIVER LINE SECTION

COLUMBIA RIVER HIGHWAY - MULTNOMAH CO.

DRAWING BY CC SCHNEIDER

FORM CD-121 (9-22-59)
(PRES. BY A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: February 16, 1966

08-35.6

A. W. Parsons

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-2(8)38
Eagle Creek Bridge Reconstruction and Alterations to Tooth Rock Tunnel

Preliminary Plans submitted with Mr. Klaboe's letter of January 24 and Mr. Merchant's letters of December 29, 1965 and January 14, 1966 have been reviewed by our Region and Washington offices.

They recommend that the tunnel lighting be in accordance with the attached copy of "Tentative Standards Concerning Underpass and Tunnel Lighting". Also, they question the use of the cantiliver type superstructure at Eagle Creek instead of the fully continuous type.

The proposed work on this project is approved, subject to your consideration of the above items.

Enclosure

Merchant
RS

REFERRED TO Edwards
Edwards - Young
BY ASST. STATE HWY. ENGR.
Morgan 2-18-66

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM FEB 18 1966 PM
7,8,9,10,11,12,1,2,3,4,5,6

OFFICE O·
STATE HIGHWAY E

Tentative Standards

MEETING ON JANUARY 28, 1966, CONCERNING UNDERPASS AND TUNNEL LIGHTING.
Prepared in B P R. Washington, D.C. Office.

Present: ~~J. Barnett~~
~~E. L. Erickson~~
~~J. E. Rooney~~
J. A. Thompson, Chief, Lighting and Traffic Control Branch.
B. I. Fansler Assistant

The following lighting intensities generally will be used subject to interior finish, tunnel height, alinement and length-to-width ratio. All lighting levels are maintained values.

SHORT UNDERPASSES

Underpasses up to approximately 150' in length may be adequately lighted from roadway luminaires located outside the underpass. Quote AASHO "An Informational Guide for Lighting Controlled Access Highways."

LONG UNDERPASSES

Underpasses from 150' to 400' in length normally do not require daytime lighting. If approach roadway is lighted at night, lighting in the underpass will usually be needed. Lighting levels in the underpass should be about the same as outside roadway. Maximum lighting level in underpass should be about 3 times the approach roadway lighting. Quote AASHO Guide. Luminaires used for underpass lighting should have good light control to avoid glare, because of limitation in mounting height.

TUNNELS

NIGHT LIGHTING (No approach roadway lighting) Lighting considered necessary.

Wall lighting is prime objective, especially in 2 and 3 lane tunnels. An average wall brightness of 3 footcandles maintained is considered adequate.

NIGHT LIGHTING (Approach roadway lighted) Lighting considered necessary.

Wall lighting is prime objective, especially in 2 and 3 lane tunnels. Lighting levels in the tunnel should be about the same as the outside roadway. Maximum lighting level in tunnel should be about 3 times the approach roadway lighting.

OREGON STATE HIGHWAY DEPT.
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BRIDGE DIVISION
AM FEB 19 1966 PM
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DAYTIME (ADAPTATION) LIGHTING

This is the most critical lighting in the tunnel. The adaptation (entrance zone) lighting should be limited to a maximum of 50 footcandles maintained on the walls. Beyond the adaptation lighting zone, the nighttime lighting is normally adequate. Prevailing conditions will determine how much adaptation lighting is needed. In the design, attention should be given to the approaches to the tunnel for better transition. This may include black pavement, darkened portal area, landscaping in evergreens, etc.

It is not practical to depend entirely on wall brightness in very wide tunnels for the entrance zone lighting. Mercury vapor or incandescent lighting may be used to produce glint or reflection from vehicle surfaces.

A maintenance factor of 50 percent may be practical for the design of tunnel lighting.

Roadway illumination level will be lower than wall brightness. Continuous fluorescent lighting is desirable throughout the length of the tunnel to eliminate flicker. Mercury vapor may be desirable in the entrance (adaptation) zone.

Most tunnels can be lighted adequately with luminaires along each side near the junction of the wall and ceiling. Very wide tunnels (4 lanes and wider) may require additional lighting over the traffic lanes.

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BRIDGE DIVISION
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RECEIVED
FEB 18 1966
FOR FILING
I-80N-2(34)38
6476

February 17, 1966

Commander
13th Coast Guard District
616 Second Avenue
Seattle, Washington 98104

Dear Sir:

Reference is made to your letter of February 8, 1966, regarding certain construction work which we propose to do in the vicinity of Eagle Creek on I-80N.

You express some concern with regard to a navigation aid known as Bradford Slough Light 2 which is in the vicinity of the proposed construction. The necessity for the protection of Bradford Slough Navigation Light has been made mandatory for the contractor through the following clause in our specifications:

"Protection of Bradford Slough Navigation Light 2:

"The Contractor's attention is called to the presence of the U. S. Coast Guard navigation light, Bradford Slough Light 2, which lies in the navigation channel of the river in proximity to the blasting area on this project.

"It shall be the responsibility of the contractor to protect and preserve this light from damage. Prior to performing any work which might cause damage to the light, the contractor shall contact the Coast Guard at its Depot in Vancouver, Washington, and obtain their approval of either (a) protective measures to be taken, or (b) arrangements for temporary discontinuance of the light; as the Coast Guard may determine to be necessary.

"All costs involved in protecting or preserving the light from damage or occasioned by other arrangements pertinent to the light, as above set forth, shall be borne by the contractor."

You also requested our work schedule and description of the work proposed. We anticipate contracting this job in April or June of 1966 and completing the same in the last fall of 1968. Rock excavation will be along the northerly face of Tooth Rock. Drawings are attached showing the location of the rock excavation and the fallout areas along the river.

Attached hereto, are tentative special provisions which will require the contractor to remove any material deposited in the Columbia River by the excavation and blasting operations that would restrict the shipping channel or endanger river traffic.

As you can see, the encroachment into the river itself is not very severe. We are unable to predict the types and amounts of floating equipment the successful bidder would utilize; however, we do not feel that this would be at all substantial.

When actual commencement dates of the work are known, you will be notified directly.

Thank you for bringing this matter to our attention.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. E. Klaboe
Assistant State Highway Engineer

Attachment

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
L. M. Young
F. D. Morgan
V. G. O'Neil
L. W. Rulien

LHY:mb srb

Oregon State Highway Department

TENTATIVE SPECIAL PROVISIONS FOR CONTROL OF BLASTING

AND SPECIAL HANDLING OF MATERIALS AT TOOTH ROCK

Bonneville-Hood River Co. Line Section

Columbia River Highway

May 10, 1965

Controlled Blasting and Special Handling of Material Required in Vicinity of Railroad Tunnel and Other Utilities. The attention of the contractor is called to the presence of the Union Pacific Railroad Company's railroad tunnel, highway tunnel, Bonneville Dam Pool and Lock, Columbia River shipping channel and other utilities which lie in close proximity to the proposed westbound highway, particularly between LW3 Stations 1755 and 1763.

In the performance of the excavating work required under the contract in the vicinity of the said enumerated items, the contractor shall exercise the utmost care not to endanger life or property, and shall perform his work by such means and methods as will not endanger or disturb existing railroad, highway, federal, public and private utility services.

Between the above highway station limits and elsewhere as may be necessary, any use of explosives shall be controlled to depth, amount and extent and with explosives of such quantity, quality and power, and in such locations, as will not affect the stability or integrity of the above enumerated items nor crack or displace rock outside the prescribed limits of required excavations. When any explosives are to be used between said station limits the contractor shall provide a qualified explosives engineer to act as an advisor and consultant to the contractor during the drilling and blasting operations, and a vibration specialist to conduct and interpret seismographic measurements.

With particular respect to said railroad tunnel, the intensity of ground vibrations to the walls, ceiling and floor of said tunnel caused by blasting shall be controlled by the contractor in conformance to the following lettered paragraphs:

(a) The contractor shall provide and use a seismographic instrument that will simultaneously measure and permanently record longitudinal, vertical and transverse vibrations of each blast, and he shall furnish the engineer with such records together with data giving the date, time, amount and type of explosives used, and the blasting plan employed for the blast.

(b) Within the tunnel, at a point nearest the origin of each blasting shot, the ground vibrations resulting from that shot shall be recorded as provided under (a) above.

(c) The velocity of ground vibrations as determined by seismic records taken as set forth under (a) and (b) above shall not exceed two (2) inches per second. The velocity of ground vibrations per second will be determined by the formula $V=6.28xFxA$, wherein "V" is the velocity of ground vibration per second, "F" is the frequency of ground motion in cycles per second, and "A" is the amplitude of ground motion in inches.

Based on the experience of controlled blasting as it affects the railroad tunnel, the effect of blasting on the highway tunnel and other utilities shall be estimated and taken into consideration for the protection thereof.

A blasting technique which should be considered for use by the contractor and which shall be used if other methods do not provide specified results is the "presplitting" technique which is designed to restrain breakage of rock to relatively neat lines, slopes and grades by producing a plane of split rock prior to any primary drilling and blasting. The presplitting technique is designed also to retain explosive forces within the prism or mass of rock which is to be excavated. Regardless of method, millisecond delay firing shall be used in the blasting operations.

Excavating and blasting shall be done in accordance with the requirements of the State Safety Code. Debris which comes upon railroad property or existing highway roadbeds shall be removed therefrom promptly, and adequate equipment and labor for this purpose shall be at hand whenever blasting is performed.

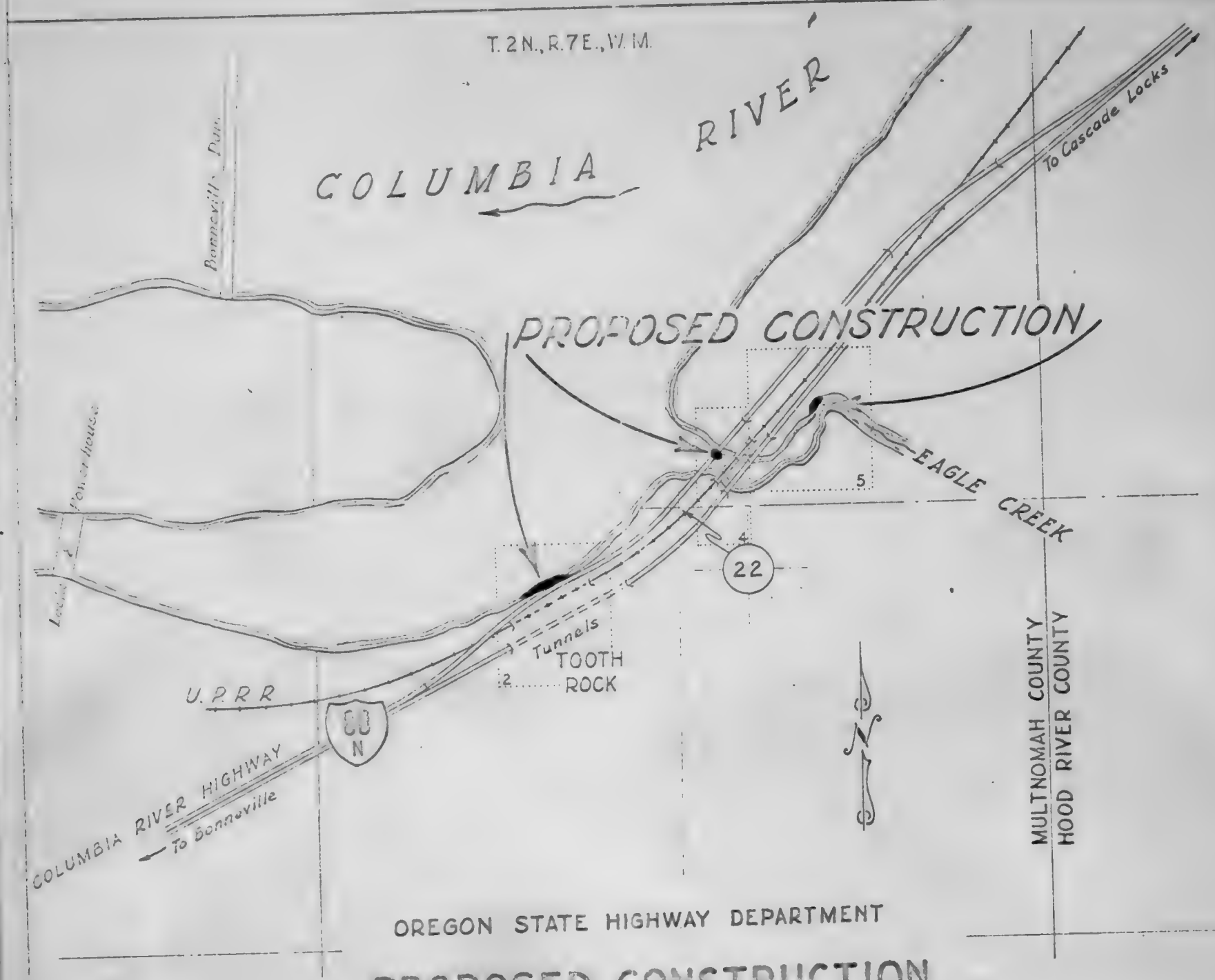
Any material which is deposited within the Columbia River or within the Bonneville Pool is likely to restrict the shipping channel along the base of Tooth Rock, the waterway area above the Bonneville Dam and the maneuver ability of river traffic in entering and leaving the upper end of the Bonneville Lock. All material deposited in the River or Pool by reason of the contractor's operations which the engineer determines as restrictive at the above locations and to the uses thereof shall be removed by the contractor. These materials shall be deposited elsewhere in a manner not unsatisfactory to the engineer, Railroad and U. S. Engineers, as their interests may appear. This removal of restrictive material shall be performed at such times and frequency as the engineer determines to be necessary to achieve the stated objectives.

Scaling of excavation slopes shall be periodical as each bench or lift is developed and as often as is required to keep all slopes safe.

The pertinent provisions set forth in the standard specifications, and particularly in Articles 7-20 through 7-28, 102-3.5 and 102-3.17 shall be fully met.

No separate or additional measurement or payment will be allowed for any extra operations involved in the performance of the special blasting nor for the removal, rehandling, hauling and disposing of materials deposited in the River or Pool as hereinabove provided, it being understood that the extra costs thereof are covered and included in the pay quantities of excavation measured in original position (position prior to excavation for roadbed purposes) and the applicable contract unit price set forth in the bid schedule.

IR-4-182



OREGON STATE HIGHWAY DEPARTMENT

PROPOSED CONSTRUCTION
IN COLUMBIA RIVER
BONNEVILLE – HOOD RIVER CO. LINE SECTION
COLUMBIA RIVER HIGHWAY

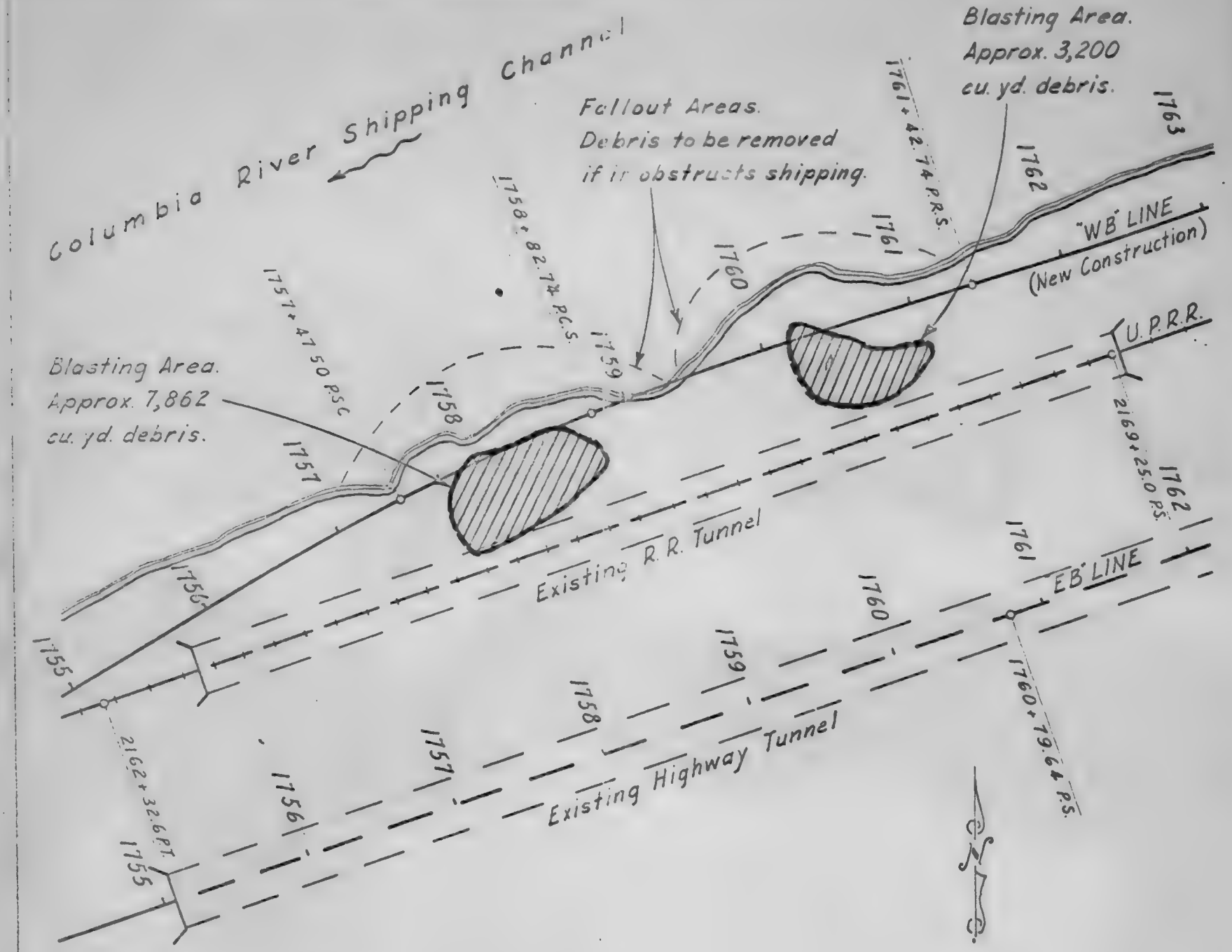
MULTNOMAH COUNTY

OREGON

Dec., 1965

i

Sheet No. 1 of 6

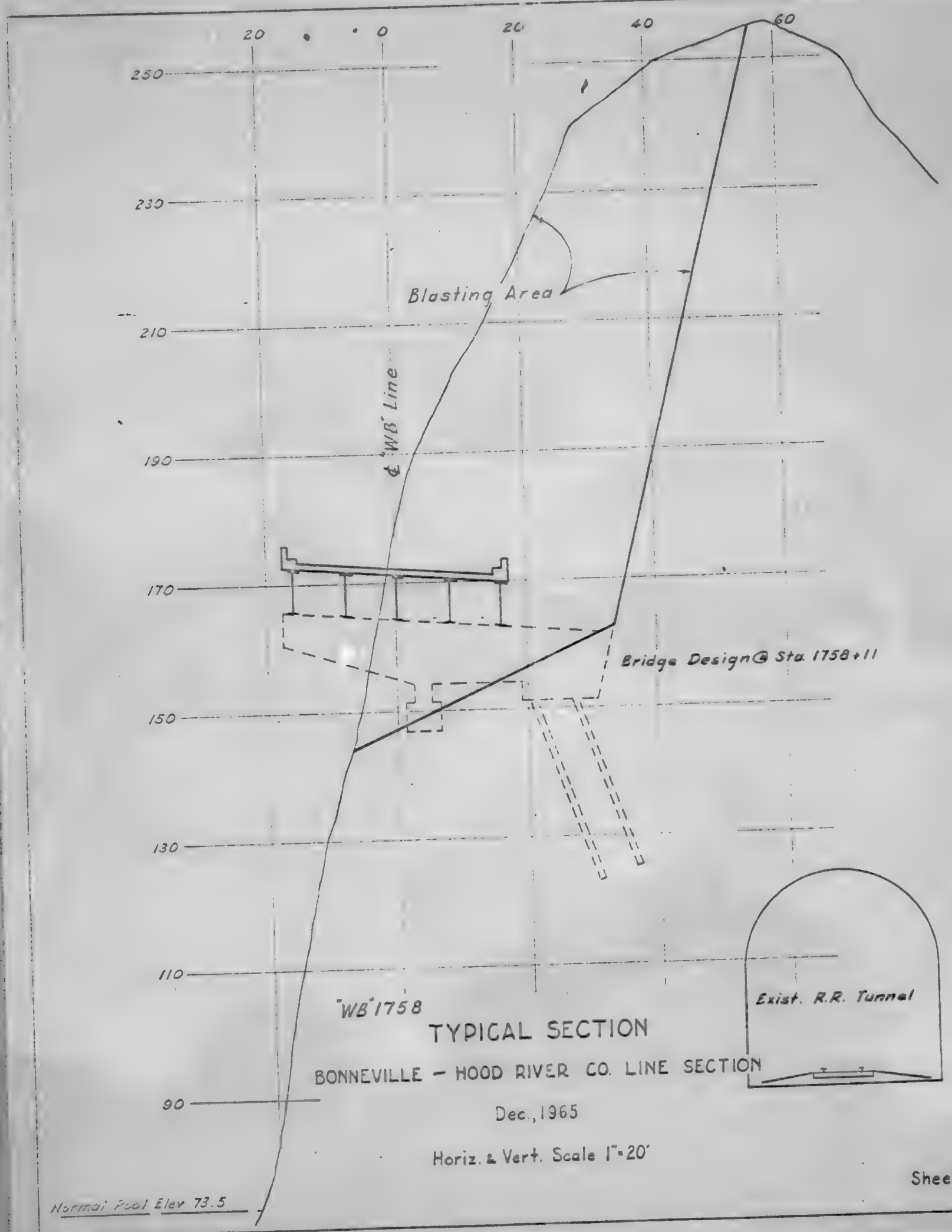


BONNEVILLE – HOOD RIVER CO. LINE SECTION

Dec., 1965

Scale 1" = 100'

IR-4-182



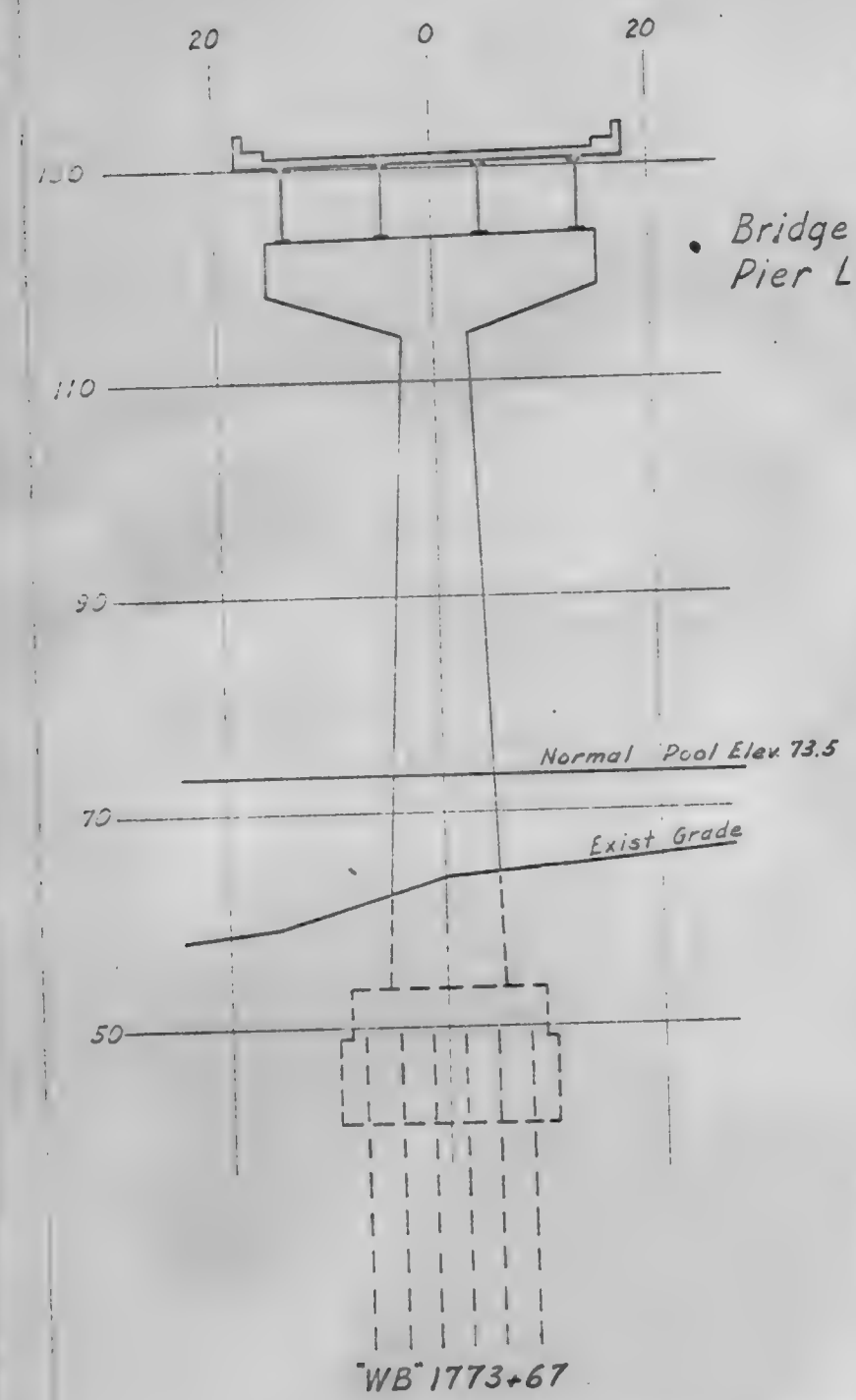
TYPICAL SECTION

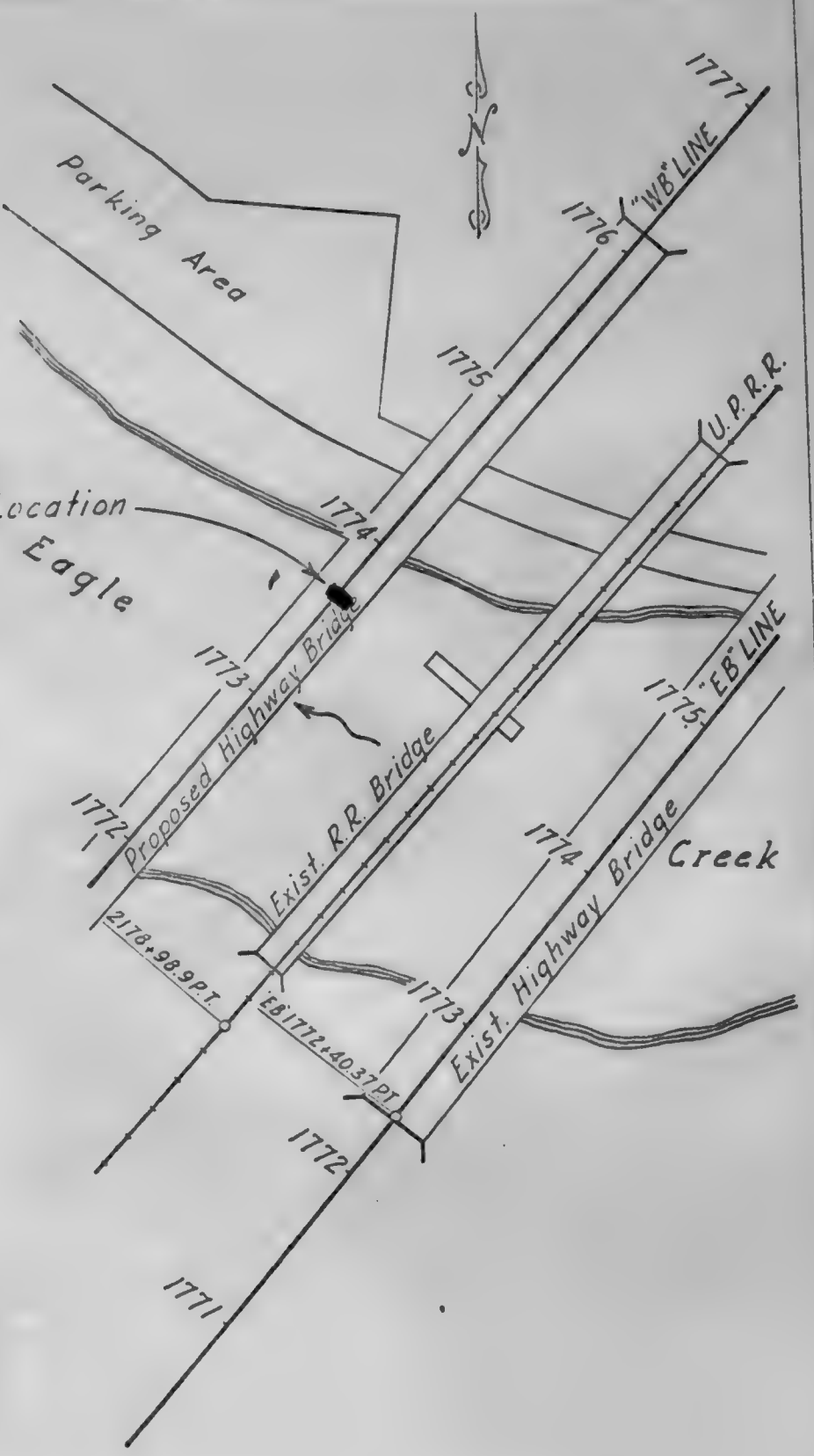
BONNEVILLE – HOOD RIVER CO. LINE SECTION

Dec., 1965

Horiz. & Vert. Scale 1"=20'

Sheet No. 3 of 6





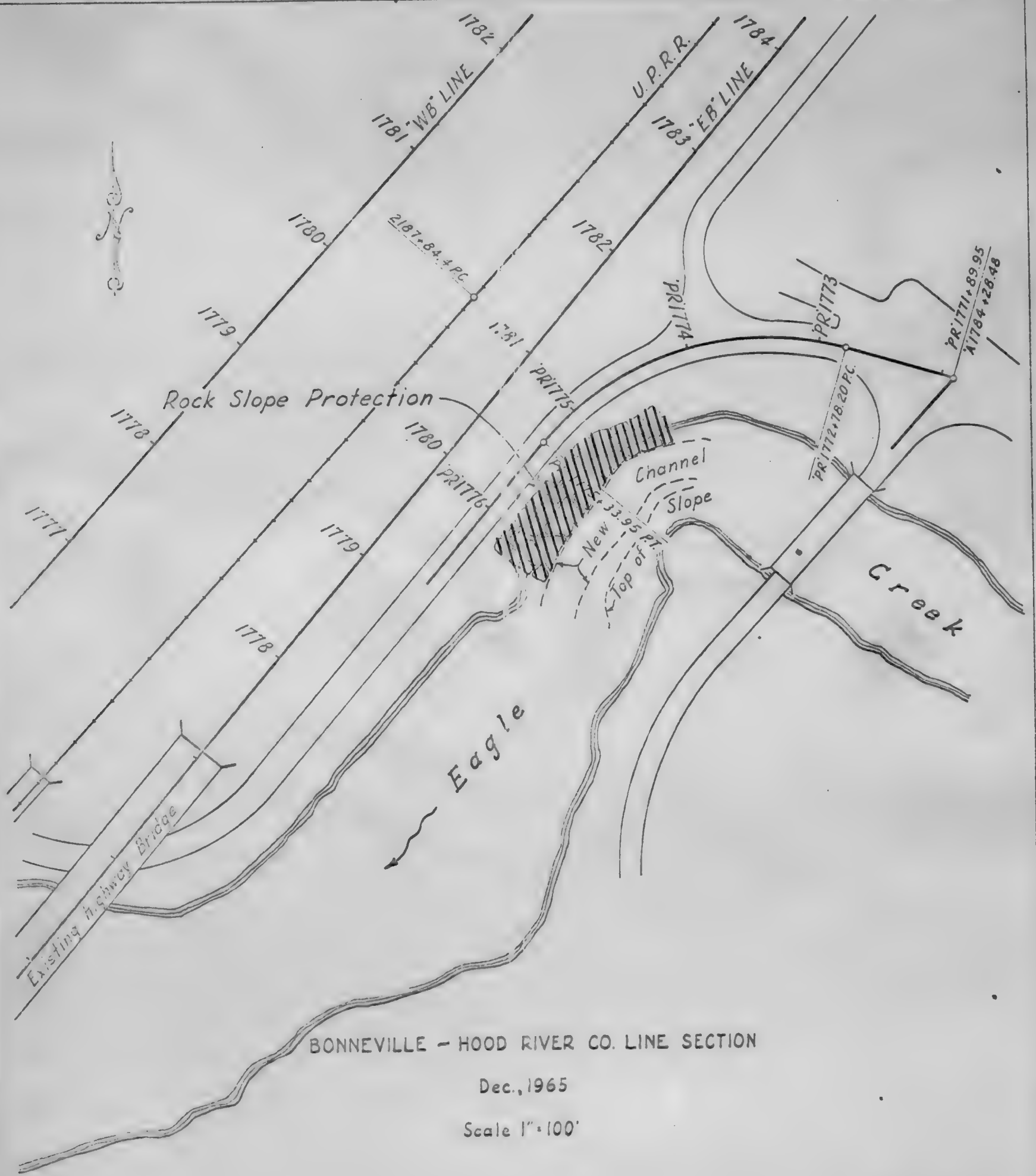
BONNEVILLE – HOOD RIVER CO. LINE SECTION

Dec., 1965

Horiz & Vert. Scale 1" = 20'

Scale 1" = 100'

Sheet No. 4 of 6

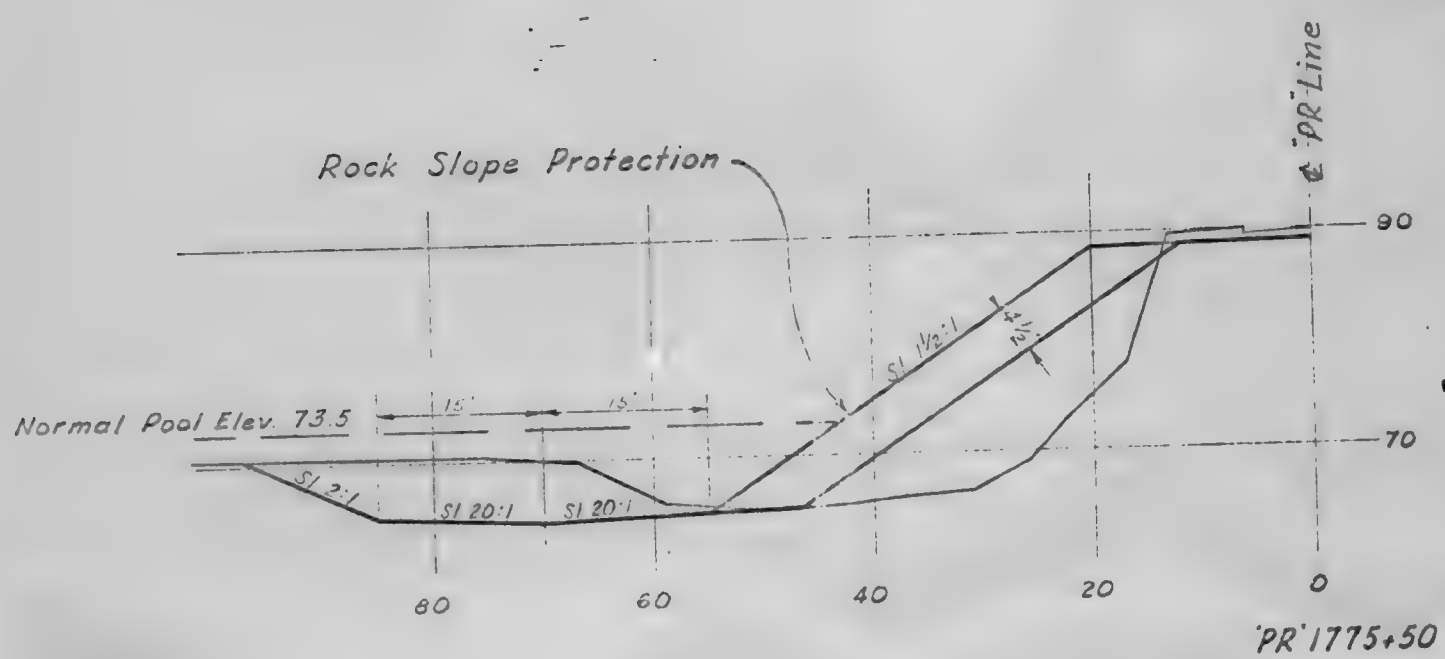


BONNEVILLE – HOOD RIVER CO. LINE SECTION

Dec., 1965

Scale 1" = 100'

IR-4-182



TYPICAL SECTION

BONNEVILLE — HOOD RIVER CO. LINE SECTION

Dec., 1965

Horiz. & Vert. Scale 1" = 20'

2831

FEB 10 66

TREASURY DEPARTMENT
UNITED STATES COAST GUARD

Address reply to:
COMMANDER
13TH COAST GUARD DISTRICT
616 SECOND AVENUE
SEATTLE, WASHINGTON 98104

REFERRED TO
Admin
BY SECRETARY

REFERRED TO
KLH 2/8
BY DEPUTY STATE HIGHWAY ENGR.

5410-1
8 February 1966
Ser. o-4 (62)

Oregon State Highway Department
Salem, Oregon

Gentlemen:

Reference is made to Public Notice 66-12, dated 3 February 1966, issued by the District Engineer, Corps of Engineers, U. S. Army, Portland, Oregon regarding your application for a permit for certain construction work in the Bonneville Dam pool of the Columbia River in the vicinity of Eagle Creek.

This command maintains an aid to navigation known as Bradford Slough Light 2 (Light List No. 1688) near your proposed construction and blasting area. Care should be taken to protect and preserve this light. After approval and prior to blasting, arrangements should be made direct with the Coast Guard Depot, Vancouver, Washington, telephone: 695-3370, for the temporary discontinuance of this light if that is deemed necessary for the protection of this aid to navigation.

It is also requested that you notify this command as well as Coast Guard Depot, Vancouver, Washington of your work schedule as early as possible so this information may be published in an advance Local Notice to Mariners. Information desired is: Location, type of work, danger area, type and amount of equipment in the water, and dates work is to commence and end.

RECEIVED
FEB 14 1966
OFFICE ENGINEERING
DIVISION

Sincerely yours,

VICTOR KOLL
Lieutenant Commander, U. S. Coast Guard
Chief, Aids to Navigation Branch
By direction of the District Commander

REFERRED TO
Morgan - Young
BY ASST. STATE HIGH. ENGR.

Young - No answer
ink

RECEIVED
FEB 9 1966
OFFICE OF
STATE HIGHWAY ENGINEER

cc Rubin
Ord
Nelson
CC 2-14-66

RECEIVED
FEB 9 1966
OREGON
STATE HIGHWAY COMMISSION

Keep Freedom in Your Future With U.S. Savings Bonds

RECEIVED
FEB 10 1966

FORM E-30 BOM 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 4, 1966

RAILROAD COMPANIES
FILE No. 240

FOR FILES
I-80N-3(34)58
6176

To: Mr. Floyd Query, Secretary
State Highway Commission

Building

SUBJECT: Entry Permit Agreement
Ruckel Cr.-Eagle Cr. Section
Multnomah County
Union Pacific Railroad Company
Pux Files 566 & 567
R/W File 29473

Attached please find fully executed duplicate original of an agreement relative to the above-titled matter. This agreement should be filed in your permanent records.

Distribution of conformed copies has been made as indicated below.

Jack L. Sollis
JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:ja
Encl.

cc: R. L. Porter (1)
Ivan Merchant (1)
F. B. Klaboe (1)
F. D. Morgan (2)
E. S. Hunter (1)
L. W. Rulien (2)
R. N. Chase (3)
C. H. Maison (1)
Earl F. Saling (1)
Ted Litchfield (1)

To note & file

NOTED
FLOYD QUERY

RECEIVED
FEB 9 - 1966

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
628 PITTOCK BLOCK
PORTLAND, OREGON 97205

1507-24(Columbia R.-Miscellaneous)-45 3 February 1966

PUBLIC NOTICE 66-12

The Oregon State Highway Department, Salem, Oregon, has applied for a Department of the Army permit for certain highway construction work in the Bonneville Dam pool of the Columbia River in the vicinity of Eagle Creek. The work consists of construction of a bridge pier, rock slope protection, and a channel change, all in Eagle Creek. Also included is a long structure around the northerly face of Toothrock, entailing rock excavation, including blasting, for structure footings. An area adjacent to the structure is provided for falling rocks. Final disposition of the excavated material would be in the Bonneville pool below elevation +40 feet m.s.l. Minimum operating level of the pool is 69 feet m.s.l. Adequate safety measures for the protection of navigation during construction would be imposed. Plans for the work are attached to this notice.

Interested parties are requested to submit in writing any comments or objections they may have to the proposed work. Replies to this notice should be mailed to reach this office not later than 1 March 1966 to insure consideration.

George E. Hyde
GEORGE E. HYDE
Chief, Navigation Branch

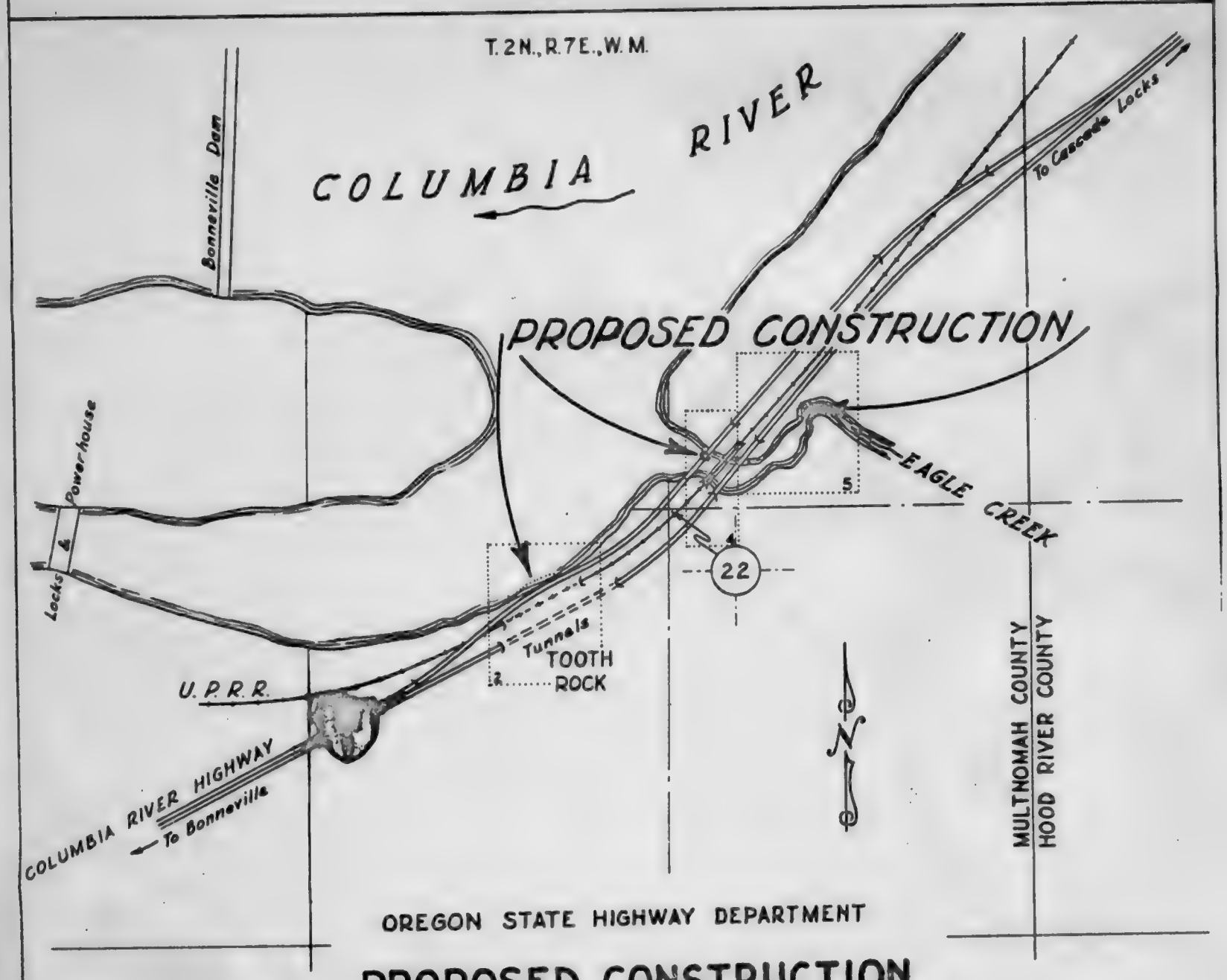
NOTED
R L PORTER

REFERRED TO
Barbara
BY ASST. STATE HWY. ENGR.
2-8-66

RECEIVED
FEB 7 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 7 1966
OREGON
STATE HIGHWAY COMMISSION

IR-4-182



OREGON STATE HIGHWAY DEPARTMENT

PROPOSED CONSTRUCTION IN COLUMBIA RIVER

BONNEVILLE – HOOD RIVER CO. LINE SECTION

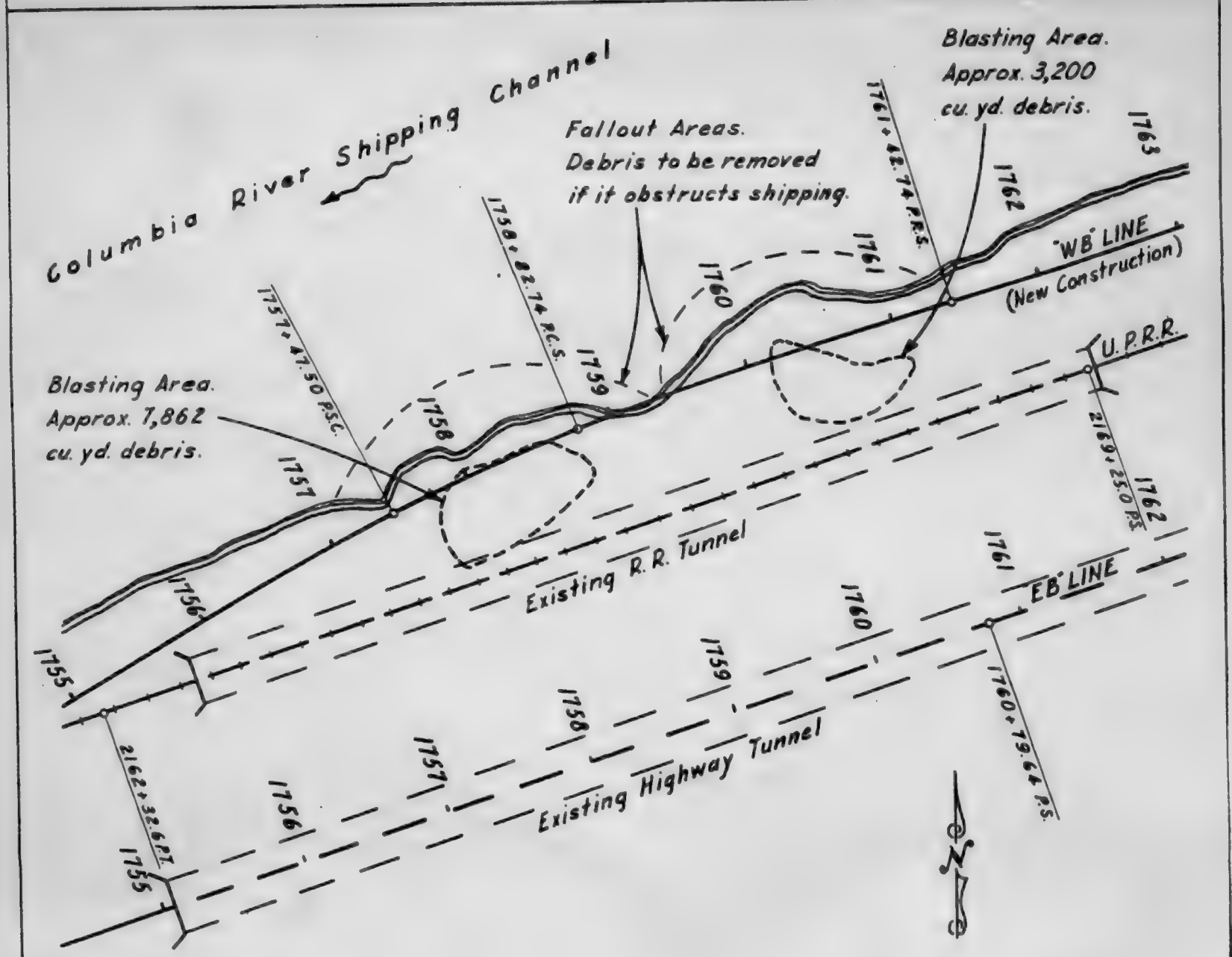
COLUMBIA RIVER HIGHWAY

MULTNOMAH COUNTY

OREGON

Dec., 1965

Sheet No 1 of 6

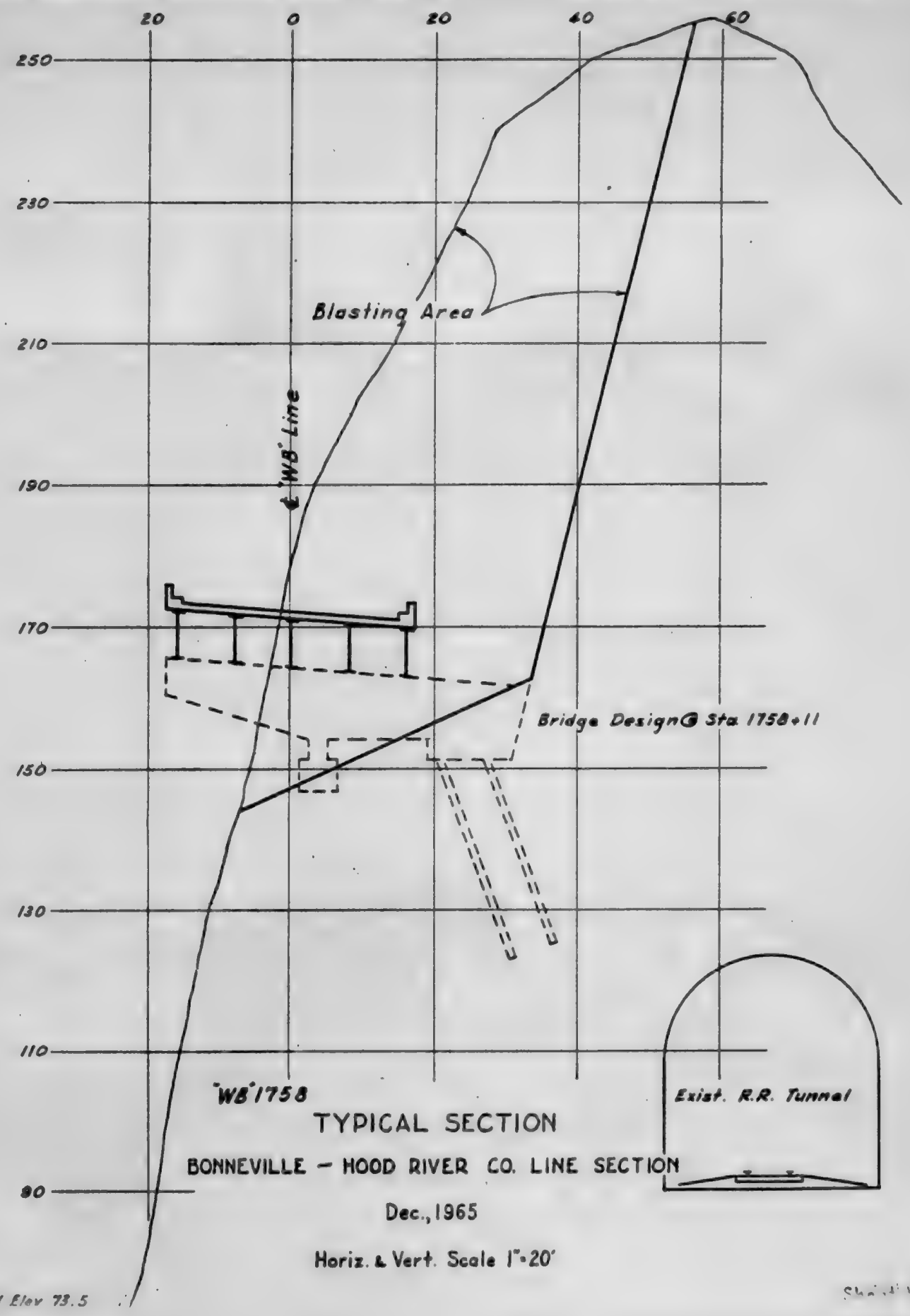


BONNEVILLE – HOOD RIVER CO. LINE SECTION

Dec., 1965

Scale 1" = 100'

IR - 4 - 182



TYPICAL SECTION

BONNEVILLE – HOOD RIVER CO. LINE SECTION

Dec., 1965

Horiz. & Vert. Scale 1" = 20'

Sheet No. 2 of 6

RECEIVED
FEB 3 1966

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
February 2, 1966

SUBJECT: Tooth Rock Tunnel

To: Memo to the File

Mr. Russell R. Hollenback, Chief of Permits, Portland District, Army Engineers, called today and advised me that they were adding a stipulation to our permit for allowing blasted rock to fall into the Bonneville Pool. The stipulation would require us to remove any rock that remains above elevation 40.0.

This appeared satisfactory to me.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Mr. Tom Edwards
Mr. F. D. Morgan
Mr. L. H. Young

FORM S-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
McMINNVILLE
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

RECEIVED
FEB 3 1966

AIR FILING

I-x-n-2(34)-7
C-7116

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER

R. L. PORTER
DEPUTY STATE HWY. ENGR.

G. E. ROHDE
CHIEF COUNSEL

February 2, 1966

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. W. G. Johnson

Re: Slope Protection
West End of Eagle Creek Structure
Bonneville-Hood River County Line Section
Columbia River Highway
Multnomah County
Project No. I-80N-2(8)38
YOUR FILE: D 315 - 2 - 127

Gentlemen:

This is in reply to your letter of December 31, 1965 in which you point out the need for adequate slope protection beneath our proposed Eagle Creek Structure at its west end.

The State appreciates the railroad's concern to assure erosion will not occur and cause an accident such as occurred on the Boston and Maine Railroad on June 13, 1965 or as occurred recently on your line in the Seattle area. However, I should like to point out that the conditions contributing to these other two accidents are somewhat different than the conditions which exist at the subject location. Each derailment was caused by the erosion of a highway embankment. As you know, the construction at this point, instead of involving a highway embankment, will involve the old cut slope resulting from your construction in this area. This cut slope has been in existence since 1935 and, in our view, is considerably more stable than the highway embankments causing the recent accidents.

Subsequent to Mr. Merchant and my visit with your Mr. Tabor on December 16, 1965, we have made a thorough investigation of the site in the field and would like to relate the following points. The existing tree growth on the bench and slope northerly of the railroad tracks is alder and fir. The undergrowth is primarily sword fern and thimbleberry, both excellent erosion retardant species, capable of growing under shade conditions. A ground cover of English Ivy extends easterly for approximately 100 feet from the end of the rock wall along the highway (this wall is opposite "LW^{3}" Line Station 1750+50). Ivy is a superior erosion control plant that will thrive in shade. In the opinion

of our Landscape Engineer there is no danger of surface erosion easterly of "LW^3" Line Station 1750+25, the end of the rock blanket under the structure, as indicated on the plan shown you on December 16. We do not feel that growth will be retarded in this area due to lack of light and moisture. The Ivy immediately below the existing rock wall will be supplemented with additional plants if existing plants are injured by construction or are not growing between the present highway and the new structure. This planting will be done between Bents 2 and 6 where necessary.

Clearing for work in this area will be kept to an absolute minimum and no grubbing will be allowed, except where absolutely necessary to obtain depth clearance for the rock blanket and for footing excavations. The native fern and shrub vegetation over the entire right of way will be protected from construction damage to the greatest possible extent, and trees between the old and new roadways will be preserved. The contractor will be required to build a driven pile construction trestle from which to perform his work in this area, and no indiscriminate scarring of the slopes will be allowed.

The area of the slope above your tracks and below the existing highway between "LE" Line Station 1747+20 and 1754+35 is 85,100 square feet. When the structure is completed it will cover 18,200 square feet or 21% of this area, thus reducing the amount of rainfall on the slope by this amount. Therefore, we feel the treatment proposed above is adequate.

At your request we have developed a plan for slope paving beneath this structure. Four prints of this plan are attached; however, we question the practicability of constructing such a slope protection for the following reasons:

1. Its construction will, of necessity, disturb the original stable slope and may result in erosion at its edges and a concentration of runoff water which does not exist now and would not exist with our proposed treatment outlined above.

2. The amount of runoff would be increased because of the impervious nature of a concrete slab surface.

3. The cost of constructing such a slope protection would be excessive and, in our opinion, an unjustified use of public funds.

We solicit your review of these two plans for the control of erosion of this slope. We also request that a field meeting be arranged with your Mr. Haacke, Mr. Durant and Mr. Tabor to examine this project and decide upon a design mutually acceptable to the State and railroad. It is suggested that this meeting be held during the first or second week in February. We will have both our Landscape Engineer and our Bridge Engineer at this meeting. Please advise as to when such a meeting may be held.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:bjm

Attachments

cc: F. B. Klaboe (w/attach.)
Tom Edwards "
I. D. Merchant "
Mark Astrup "
L. W. Rulien "

RECEIVED
JAN 24 1966

I-84-2(34)38

January 24, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Tooth Rock Tunnel
Bonneville-Hood River County
Line, I-80N-2(-)15

Dear Sir:

In connection with bringing the subject-named section of interstate highway up to standards, it appears that the Tooth Rock Tunnel which will serve eastbound traffic in the eventual improvement should be modified to provide standard vertical clearance. In this connection, it is proposed to lower the floor of the tunnel to obtain the clearance and to modify the existing concrete tunnel lining by installing ceramic tile. The cost of this improvement is estimated at $535,000.00.

It is contemplated that this work, if approved, will be done at the same time as revision is made to the Eagle Creek Bridge immediately easterly of the tunnel on the westbound lane. As you know, the present Eagle Creek Bridge is built for H-15 loading and it is necessary to bring it up to the standard of H-20 for the interstate. You have previously been supplied with our proposed plan of the Eagle Creek Bridge, the cost of which is $425,000.00. The whole package of revising the tunnel, matching the tunnel grade at either end and replacement of the Eagle Creek Bridge is estimated to cost $1,110,000.00.

Attached hereto, is a typical section showing the proposed modification to the Tooth Rock Tunnel to increase the vertical clearance from 12.5 feet to 16 feet.

It is desired to program this work in the near future. Your early approval of the proposal will be appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Tom Edwards
L. H. Young
F. D. Morgan
Ivan Merchant
R. N. Chase

LHY:mb srb

Attachment

RECEIVED
JAN 24 1966
FORM E-30 50M 3-65 SP*6470-734

FOR FILING
I-80N-2(24) 58
6716

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 14, 1966

To: Mr. F. B Klaboe
Ass't. State Highway Engineer
BUILDING

SUBJECT: Tooth Rock Tunnel
Bonneville-Hood River County Line
I-80N

352

In regard to your recent letter on the subject section I am attaching a copy of a letter from Theo. C. Roake, Assistant Bridge Engineer, regarding the work in the tunnel and on Eagle Creek Bridge. I also had prepared a cost for grading and paving including a necessary revision of a retaining wall of $150,000. This makes a total cost, including those shown in Mr. Roake's letter, of $1,110,000.

I believe the time element for the construction of the tunnel and Eagle Creek Bridge is covered in Mr. Roake's letter as nine months after the westbound lanes are completed and traffic is taken from the eastbound lanes.

F. D. Morgan
Construction Engineer

By D. J. Barbee

D. J. Barbee
Ass't. Construction Engineer

DJB:rw

Attach.

RECEIVED
JAN 17 1966
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 80M 3-65 SP*6470-784

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

January 13, 1966

SUBJECT: Tooth Rock Tunnel
I-80N

To:
Mr. F. D. Morgan
Construction Engineer
O F F I C E

Attention: Mr. D. J. Barbee
Asst. Construction Engineer

Please refer to your letter of January 7 regarding subject.

We estimate that the cost of reconstructing the tunnel to a vertical clearance of 16' with a 28' roadway and approximately 3' safety curbs which would require roughly the lowering of the grade line from 3' to 3½', lining the tunnel with ceramic tile, and providing modern lighting to be $535,000, and should require approximately nine months to complete.

The reconstruction of the Eagle Creek Bridge which could be done at the same time will take about nine months and will cost $425,000. These estimated cost figures do not include any grading or paving which will be necessary to reduce the grade on both the east and west end of the tunnel. We understand that this cost is being obtained from other sources.

Theo. C. Roake
Assistant Bridge Engineer

TCR:mm

Routing

√ Morgan
Docker
Bond
B Barbee
Walker
Glenn
Swan

E
Moreland
Treon
Sect.
Wills
Olsen

RECEIVED
JAN 13 1966
CONSTRUCTION
DIVISION

RECEIVED
JAN 14 1966
FOR FILING

I-80N-2(34)38
6916

Salem, Oregon 97310
January 13, 1966

Mr. F. D. Morgan
Construction Engineer
B U I L D I N G

Oregon Project I-80N-2(—)15
Bonneville-Hood River County
Line Section, Columbia River
Highway

313

Reference is made to your letter of January 6 wherein you quote an estimated cost differential between P.C.C. and A.C. pavements to be in the neighborhood of $11,000 to $18,000.

In light of the fact that the Bureau of Public Roads will not participate in this additional cost, you should design the project on the basis of using A.C. pavement.

F. B. Klaboe
Assistant State Highway Engineer

FBK:erb

FORM E-90 5OM 9-65 SP*6470-784

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

January 6, 1966

SUBJECT: Oregon Project I-80N-2(--)15
Bonneville-Hood River County Line Section
Columbia River Highway

To:
Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

The $7.00 per square yard price for Standard Mesh Reinforced PCC used in letter to the Bureau of Public Roads (copy attached) would add approximately $11,000 to the estimated cost of the project over the cost of asphaltic concrete proposed.

In further discussion with Mr. Juve the possibility of a bid price of $8.00 per square yard was discussed. With an $8.00 per square yard price, an additional $7,000 would be added.

It is believed $8.00 per square yard would be the highest bid received. The added cost of PCC over A.C. can be expected to run from $11,000 to $18,000.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

GLD:fp
Attach.

RECEIVED
JAN 6 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Form CD-121 (11-63) (Prea. by A.O. 205-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: December 30, 1965

In reply refer to: 08-35.DA-1

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project I-80N-2(-)15
Bonneville-Hood River County Line Section
Columbia River Highway

We have received your letter of December 29, 1965 offering your other than economic or engineering reasons for using Portland Cement concrete pavement on the westbound lanes, subject project.

We are cognizant of the dramatic natural beauty and appeal of the area, however, we do not feel that these features are significantly effected by the choice of pavement type to the exclusion of economic considerations.

If you feel the reasons as stated in your request for approval are paramount, we will offer no objection to use of Portland Cement concrete pavement, but will, of necessity, limit our participation to the initial cost of an adequate asphaltic concrete design.

Routing

Morgan MM
Decker
Bond
Barbee
Walker
Glenn
Swan

RECEIVED
JAN 5 1965
CONSTRUCTION DIVISION

Paase
Morelock
Treut
Scott
Wills
Litchfield
Olson

orig
REFERRED TO
Slucker
BY ASST. STATE HWY. ENGR.

How much difference?

RECEIVED
JAN
OFFICE OF
STATE HIGHWAY ENGINEER

copy to Young
1-5-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 30 1965
FOR FILING
Const
AIR
Col R Hwy (a)

December 29, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Oregon Project I-80N-2(—)15
Bonneville-Hood River County
Line Section, Columbia River
Highway

Dear Sir:

A comparison of Present Worth Costs for both flexible and rigid type pavements on the subject section would be as follows:

Standard Mesh Reinforced PCC

8 inches of PCC over 8 inches of rock including leveling course — P.W.C. $142,240.01 per two-lane mile.

Asphaltic Concrete

Surfacing Section:	1-1/2"	Final A. C.
	3-1/2"	Immediate A.C.
	3 "	P.M.B.B.
	13 "	Base Rock

P.W.C. $120,312.48 per two-lane mile.

In arriving at the above cost for portland cement concrete, a figure of $7 per square yard was used due to the short sections involved.

The above shows a price differential of $21,927.53 per two-lane mile in favor of asphaltic concrete. For the approximate one-half mile of portland cement concrete proposed, nearly $11,000 would be added to the estimated construction costs.

Reasons other than economic are considered to be quite pertinent in selecting the rigid type pavement proposed on the westbound lane for this project. The design features to preserve existing facilities, of difficult and costly construction

in their own right, along with surrounding natural beauty are dramatic. The close proximity of existing highway and railroad tunnels, Columbia River, Eagle Creek and Eagle Creek structure combine with proposed westbound lane design to present a truly unique construction project.

Any design feature to enhance the appeal of the westbound lane design at this location should be taken. We believe continuity of surface in the selection of portland cement concrete as proposed on this lane will add considerably to the overall appearance. In addition, it can be expected to provide a longer lasting and more even ride with less maintenance than asphaltic concrete.

While portland cement concrete as proposed for the new westbound lanes cannot be justified from an economic standpoint alone, we believe it is justifiable for the reasons given above. May we have your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Tom Edwards
F. D. Morgan
L. H. Young

GLD:bjm srb

Form CD-121
(11-63)
(Prea. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: December 3, 1965

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

RECEIVED
DEC 1965
CONSTRUCTION

SUBJECT: Oregon Project I-80N-2(--)15
Bonneville - Hood River County Line Section
Columbia River Highway

In our review of preliminary plans for the subject project we have noted the use of Portland cement concrete pavement for approximately 1/2 mile on the new construction of the westbound lanes.

The quantity involved is small, and would undoubtedly result in excessive costs over and above that of a comparable asphaltic concrete pavement, since a much larger than normal amount of move-in costs would be charged against the project.

We are aware that the proximity of the concrete structures might offer some slight compensating features, but feel the completely unrelated operations of structure and pavement construction would make this rather minor.

At the time of preparation of the estimate for the cost of completing the Interstate system this matter came up for discussion and we were assured that, although you desired to prepare the estimate on the basis of Portland cement concrete, it would still be subject to justification by economic and engineering studies.

We are not yet in possession of any economic, engineering, or logical reason for insertion of such a short section of Portland cement concrete pavement, and are unable to approve this portion of the design on the basis of the facts now available to us.

RECEIVED
DEC 10 1965
OFFICE OF
STATE HIGHWAY ENGINEER

orig to Morgan
cc Edwards
Young. 12-8-65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form CD-121
(11-63)
(Proc. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: December 3, 1965

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

RECEIVED
DEC 1965
CONSTRUCTION

SUBJECT: Oregon Project I-80N-2(--)15
Bonneville - Hood River County Line Section
Columbia River Highway

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We are aware that the proximity of the concrete structures might offer some slight compensating features, but feel the completely unrelated operations of structure and pavement construction would make this rather minor.

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We are not yet in possession of any economic, engineering, or logical reason for insertion of such a short section of Portland cement concrete pavement, and are unable to approve this portion of the design on the basis of the facts now available to us.

RECEIVED
DEC 6 1965
OFFICE OF
STATE HIGHWAY ENGINEER

orig to Morgan
cc Edwards
Young. 12-8-65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JAN 4 - 1966
FOR FILING

January 3, 1966

District Engineer
Corps of Engineers
Pittock Block
Portland, Oregon

Re: Proposed Construction in
Columbia River Bonneville-
Hood River County Line
Section, Columbia River
Highway, Multnomah County

Dear Sir:

Part of the proposed construction of Interstate Highway 80N on the above section is adjacent to the Bonneville Dam Pool. This construction includes a long structure around the northerly face to Toothrock which entails some rock excavation for structure footings and provides an area adjacent to the structure for falling rocks. Also included in this work is an area of channel change, rock slope protection, and one pier located in Eagle Creek.

Enclosed you will find five (5) sets of prints of details of the proposed construction, one set of reproducible details of the same, and five prints of proposed specifications for controlling the work along the face to Toothrock. No particular problems are anticipated in the construction of the channel change and the rock slope protection.

On Page 2 of the proposed specifications, the sixth paragraph outlines the obligation of the contractor regarding disposition of the material excavated from the face of Toothrock.

It is anticipated that a contract for this work will be let in March, 1966 and will be completed by approximately October, 1968. We hereby make application for a permit to perform the above construction.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Tom Edwards
F. D. Morgan
Ivan Merchant

DLT:fp srb

Encls.

RECEIVED
JAN 3 - 1966
FOR FILING
Const
R/W
Col. R. (W)

Salem, Oregon 97310
December 31, 1965

Tooth Rock Tunnel
I-80N

Mr. F. D. Morgan
Construction Engineer
B U I L D I N G

Attention: Mr. D. J. Barbee

Please work up a project to reconstruct this tunnel to full interstate standards. The bridge log indicates that it is only 26 feet wide (between curbs) and that the vertical clearance is only 12 feet 8 inches.

The job should be worked up so that it is placed under construction as a separate contract at the same time that the Eagle Creek Bridge is being reconstructed, when all I-80 traffic is on the new westbound lanes.

Please advise me of the time element involved in this reconstruction and how it compares with the time necessary to reconstruct the Eagle Creek structure.

When your preliminary investigation has been completed, I would like a report including an analysis of the possibilities and difficulties involved.

F. B. Klabee
Assistant State Highway Engineer

FBK:arb

cc: Ferrent Cooper
R. L. Porter
Tom Edwards
Victor D. Wolfe
L. H. Young

FORM S-501—5M—1-58 SP*6418-784

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
December 28, 1965

SUBJECT: Tooth Rock Tunnel Section

To: Mr. T. W. Litchfield
Utilities Liaison Engineer
B U I L D I N G

Please check with Mr. Glen Tabor of the Union Pacific Railroad to see how we stand on the railroad agreement and advise me of the prognosis for this project.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

1-11-66
Talked to Tabor 2 days ago. Ore
now plan to settle (protection under slope)
Est 2 months after that.
FBK

12-1

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
September 3, 1965

SUBJECT: Tooth Rock Tunnel Section

To: Mr. T. W. Litchfield
Utilities Liaison Engineer
BUILDING

Please check with Mr. Glen Tabor of the Union Pacific Railroad to see how we stand on the railroad agreement and advise me of the prognosis for this project.

F. B. Klaboe
Assistant State Highway Engineer

FBK:arb

to be received by early March
PUC hearings held for
Eagle Creek + Rumble Creek crossings
Jan.

RECEIVED
JAN 5 - 1966

FOR FILING

Form CO-121 (11-63) (Prog. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

PLABOE

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street, NE
Salem, Oregon 97301

DATE: December 30, 1965

In reply refer to: 08-35.DA-1

TO : Mr. ~~Forrest~~ Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project I-80N-2(-)15
Bonneville-Hood River County Line Section
Columbia River Highway

We have received your letter of December 29, 1965 offering your other than economic or engineering reasons for using Portland Cement concrete pavement on the westbound lanes, subject project.

We are cognizant of the dramatic natural beauty and appeal of the area, however, we do not feel that these features are significantly effected by the choice of pavement type to the exclusion of economic considerations.

If you feel the reasons as stated in your request for approval are paramount, we will offer no objection to use of Portland Cement concrete pavement, but will, of necessity, limit our participation to the initial cost of an adequate asphaltic concrete design.

orig
REFERRED TO
Becker
BY ASST. STATE HWY. ENGR.

How much difference?

copy to Young
1-5-66

RECEIVED
JAN 4 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 9 - 1965
FOR FILING

Consent
2 IN
Col 11, 1 Hwy (a)

December 8, 1965

Oregon State Highway Commission

Gentlemen:

There will be presented for your consideration at the December 14 Commission meeting an agreement with the Union Pacific Railroad Company allowing the State to enter on railroad property within the limits of the Boardman-Hood River County Line Section of the Columbia River Highway to perform subsurface explorations for bridge construction.

The agreement is in order and I recommend that it have your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klabee
Victor D. Wolfe
L. N. Young
I. B. Marchant
F. B. Morgan
T. W. Litchfield
L. W. Rulien

TWL:fp bg

RECEIVED
DEC 8 - 1965

FOR FILING

Form CD-121 (11-63) (Prec. by A.O. 306-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: December 3, 1965

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-2(--)15
Bonneville - Hood River County Line Section
Columbia River Highway

In our review of preliminary plans for the subject project we have noted the use of Portland cement concrete pavement for approximately 1/2 mile on the new construction of the westbound lanes.

The quantity involved is small, and would undoubtedly result in excessive costs over and above that of a comparable asphaltic concrete pavement, since a much larger than normal amount of move-in costs would be charged against the project.

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RECEIVED
DEC 9 1965
OFFICE OF
STATE HIGHWAY ENGINEER

orig to Morgan
cc Edwards
Young. 12-8-65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 1 - 1965
FOR FILING
I-80N-2(3)
W. G. JOHNSON
SUPERINTENDENT
OREGON DIVISION
6776

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

NOVEMBER 29, 1965

(File Ref. D 315 - 2 - 127)

Mr. F. D. Morgan,
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

Atten: Mr. T. W. Litchfield,
Utilities Liaison Engineer

Dear Sir:

With your letter of May 17, copies of Blasting Specifications dated May 10, 1965 proposed by the State in connection with the Bonneville-Hood River County Line Section of Columbia River Highway, Project I-80N-2(8)38, were supplied to the Railroad for review and approval.

Wish to advise that the Specifications are satisfactory except they should specifically require the State's Contractor to use the presplitting method between Highway Engineer's Stations 1755 and 1763 in vicinity of the Railroad's tunnel at Tooth Rock.

Yours very truly,

W. G. Johnson

COPIES TO:
A W PARSONS
R L PORTER
F J KLABOE
TOM EDWARDS
L H YOUNG
F D MORGAN
E D MERCHANT
L W RULIEN
JACK HELLA
11-30-65
E

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan
Merdock
Trout
Scott
Wills

RECEIVED
NOV 30 1965
CONSTRUCTION

RECEIVED
DEC 1 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 17 1965
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 16, 1965

SUBJECT: Pux 567 - Eagle Creek Overcrossing
OWRR & N. Co.; UPRR Co.
Multnomah County

To: Mr. R. L. Porter
Deputy State Highway Engineer

Office

Herewith I hand you a copy of Order No. 42167, issued by the Public Utility Commissioner under date of November 10, 1965, relative to the above-titled matter.

J. N. HERSHBERGER
Utilities & Railroad Attorney

JNH:ja
Encl.

cc: F. B. Klaboe (1)
Ivan Merchant (1)
F. D. Morgan (2)
E. S. Hunter (2)
L. W. Rulien (2)
R. N. Chase (3)
F. B. Crandall (1)
Ted Litchfield (1)

NOTED
R. L. PORTER

RECEIVED
NOV 17 1965
OFFICE OF
STATE HIGHWAY ENGINEER

ORDER NO. 42167

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF-320

In the Matter of the Application of the STATE OF OREGON by and through its State Highway Commission, for authority to construct an overcrossing over the main line track of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, known as the EAGLE CREEK OVERCROSSING project, located near Mile Point 40 in the Southwest Quarter of Section 22, Township 2 North, Range 7 East, W.M. Multnomah County, Oregon.	ORDER

On or about May 7, 1965, the State of Oregon, by and through its State Highway Commission, applied for authority to establish a railroad-highway crossing at the location and in the manner set forth above, alleging that such filing is made under the authority of ORS 366.205 and ORS 763.040.

Also, that the construction of such crossing as a part of the Interstate Highway system, is necessary to the proper service, convenience and accommodation of the public; that the construction of a crossing of railroad and highway at common grade is inimical to the safety of travel upon both highway and railroad; that the proposed construction will be in Multnomah County, and that the tracks to be crossed are owned and operated by the Oregon-Washington Railroad & Navigation Company and the Union Pacific Railroad Company, its Lessee, hereinafter collectively referred to as "Railroad".

Attached to the Application as a part thereof and marked Exhibits "A" and "B" are Oregon State Highway Department drawings numbered, respectively, 10-D-1 and 20559, showing in detail and to scale, a map of the general areas, the plan and elevation of the proposed structure, and the profile of the grades of highway and railroad

as they approach the highway overcrossing.

Copies of the Application and the attached drawings were forwarded to the offices of the Superintendent and the Attorneys for Railroad and to the Multnomah County Road Department.

In its answer to Application, filed on June 9, 1965, Railroad makes certain objections to the proposed method of reimbursement for costs to be incurred by it in connection with the construction, and alleges that additional protection should be afforded to railroad property by the surfacing of the slopes which are adjacent to the tracks, and a necessary part of the structure.

On June 16, 1965, Applicant moved to amend its Application and to substitute for Exhibit "A" as originally filed a revised drawing similarly marked but dated May 14, 1965.

The amendment provides for a revision and a modification of the original design which results in 4 fewer spans but no change in the over-all length of the structure.

In a "Reply" to Railroad's answer filed on June 18, 1965, and in answer to the allegations set forth therein, Applicant agrees to place rock blanket protection on its fill slopes and thereby satisfy the objection of Railroad above mentioned. Applicant justifies its use of the method proposed in making reimbursement to Railroad by alleging that proper reimbursement is fully assured thereby; that such method saves Applicant auditing expense; is desirable and permissible, and not properly subject to Railroad's objection.

Copies of the amendment and the reply of Applicant were forwarded to all parties of record. The Commissioner was later informed by Multnomah County's Engineer and Roadmaster that said county would have no objections to the construction as proposed.

On July 19, 1965, after giving consideration to Applicant's "Reply" and "Motion to Amend" Railroad informed the Commissioner through its Attorney that

"- - - so far as respondents are concerned, all problems and disagreements have now been eliminated and an appropriate order may now be entered in accordance with the Application and the foregoing without public hearing."

No objections having been made to Applicant's Motion to Amend, such motion is allowed, and reference is hereinafter made to the Application as amended thereby.

Due and careful consideration has been given to the Application, to the related pleadings and to the record herein. Conditions in the field were investigated and are substantially as alleged. No issues are raised by any railroad company or public body in interest that are within the purview of ORS 763.080. There is no apparent need for a public hearing in this matter and the delays that would be occasioned and the expense that would be incurred thereby are not justified. Good cause appearing therefore such public hearing will not be held.

Based upon the Application, the record and an investigation in the field it is found that:

For the proper service and convenience of the public, Applicant proposes to reconstruct--to interstate system highway standards--the Bonneville-Hood River County line section of the Columbia River Highway which will then be denominated as USHR 80N. Such reconstruction requires a separation of the eastbound and westbound traffic lanes and necessitates the construction of an overcrossing over the main line track of railroad as shown on drawings herein marked Exhibit "A" and Exhibit "B".

Applicant states that the proposed structure will replace no existing grade crossing; that no benefits from such construction will accrue to Railroad, and that participation by Railroad in the costs thereof is therefore not requested.

The proposed structure will carry only westbound traffic and will be constructed northerly from and parallel to the existing Columbia River Highway which will then become an eastbound lane. Because of the topography of the

land and the close proximity of creeks and rivers it is feasible only to carry the highway traffic across the railroad track by means of such overcrossing structure.

The railroad traffic now averages 18 trains per day of which 6 are passenger trains. It is estimated that the annual average daily traffic over the proposed structure will be 3,500 vehicles upon completion, and an increase to 8,400 vehicles in 1985 is anticipated.

The 2,737 foot long structure will cross the railroad track just west of the Multnomah County-Hood River County line near Railroad Mile Point 39.5, on the fourth sub-division of Railroad's Oregon Division. The track will pass beneath the fifth and sixth bents and between the supporting columns which are a part of Bent No. 6. A 20-foot horizontal distance between center of track and nearest column or pier, and a vertical clearance in excess of that required by the Commissioner's Rules will be provided.

Lines tangent to the center lines of railroad and highway structure will intersect at Railroad Survey Station 2161 + 50 and Highway Survey Station LWS-1754 + 31.33 at an angle of 12° 40' in the southeasterly quadrant.

Provision is made for the installation of an additional track and for the construction of an off track maintenance road beneath the overcrossing. The fill slope at the easterly end of the structure will be surfaced or blanketed with rock to provide protection against possible damage to railroad facilities. There is no fill adjacent to Bent 1 at the westerly end.

The spans between Bents 5 and 6 and 6 and 7 will be 131 feet in length and supported by steel girders. The remaining spans, with the exception of the first and last which are of reinforced concrete deck girder construction, are also supported by steel girders of varying lengths. The bridge deck will be 30 feet in width between curbs and provide for 2 lanes of vehicle traffic.

Applicant proposes that the construction and maintenance of the project be handled and the costs thereof be borne as follows:

TO BE DONE BY STATE:

(a) Prepare plans and specifications, award contracts for, supervise and finance construction of the overcrossing structure including the highway approaches, such financing to include reimbursement to railroad for necessary expenditures incurred by them in connection therewith.

(b) After completion, maintain the bridging facility with its fills and approaches and all other highway appurtenances.

TO BE DONE BY RAILROAD:

(a) Subject to reimbursement by Applicant.

1. Furnish such engineering inspection, watchmen and flagmen services as may be needed to protect railroad operations during the period of construction.

2. Remove as may be necessary the existing fences, signal and communication lines, protect the same during the construction period and replace in a permanent location upon completion.

(b) At its own cost and expense

1. Maintain its railroad tracks and their appurtenances and facilities.

The crossing of railroad and highway as above set forth is necessary to the alignment and construction of US Interstate Highway 80N and to the convenience and accommodation of the public. No objections are made to its location or to the manner of crossing. Applicant's proposals for the allocation of work to be done and the apportioning of costs to be borne in connection with the construction and maintenance of the crossing are acceptable to Railroad, are fair and reasonable and such proposals are approved. After construction the crossing will be safe and adequate for such normal rail and vehicular use as is now anticipated.

From the foregoing it is concluded that it is in the public interest that the Application be granted and that the crossing be constructed as proposed. It is therefore

ORDERED that the Application of the State of Oregon by and through its State Highway Commission for authority to construct an overcrossing of the main line track of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company its Lessee, located in the Southwest Quarter of Section 22, Township 2 North, Range 7 East, Willamette Meridian, Multnomah County, Oregon, be and the same is hereby granted under the following terms and conditions;

1. The grade separation structure shall be constructed in a good and workmanlike manner in accordance with modern, accepted engineering practices and in conformity as to location, angle of intersection and general design with the details as shown on the drawings submitted with the amended Application and above identified;

2. All work of construction and maintenance of the overcrossing structure shall otherwise be done, and the costs thereof be borne, in accordance with the findings of the Commissioner hereinabove made and approved; and it is further

ORDERED that the designation 2A-39.5-A be assigned to the crossing as a means of identification in the Commissioner's Catalog of Railroad Crossings in Oregon.

Made, entered and effective this 10th day of Nov., 1965.

Public Utility Commissioner

(SEAL)

RECEIVED
OCT 8 - 1965
FOR FILING
I-80N-2(34)38
171

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 6, 1965

NOTED
R. L. PORTER

SUBJECT: Bonneville - Hood River Co. Line
Columbia River Highway
Multnomah County

To: R. L. Porter
Deputy State Highway Engineer
Salem, Oregon

The Bonneville - Hood River County Line Section has been worked up with cuts of ¼:1 slope at the following locations:

Sta "Lw" 1777+50 to 1788+50 Lt, 23' Fallout (From Shldr Line)
2:1 Overburden Slope

"D" 1787+00 to 1795+00 Rt, 26' Fallout (From Shldr Line)
30' Bench @ 60'

"A" 1771+50 to 1774+00 Rt, 21' Fallout (From Shldr Line)
20' Bench @ 60'

"Lw" 1757+60 to 1758+85 Rt, See attached Sketch

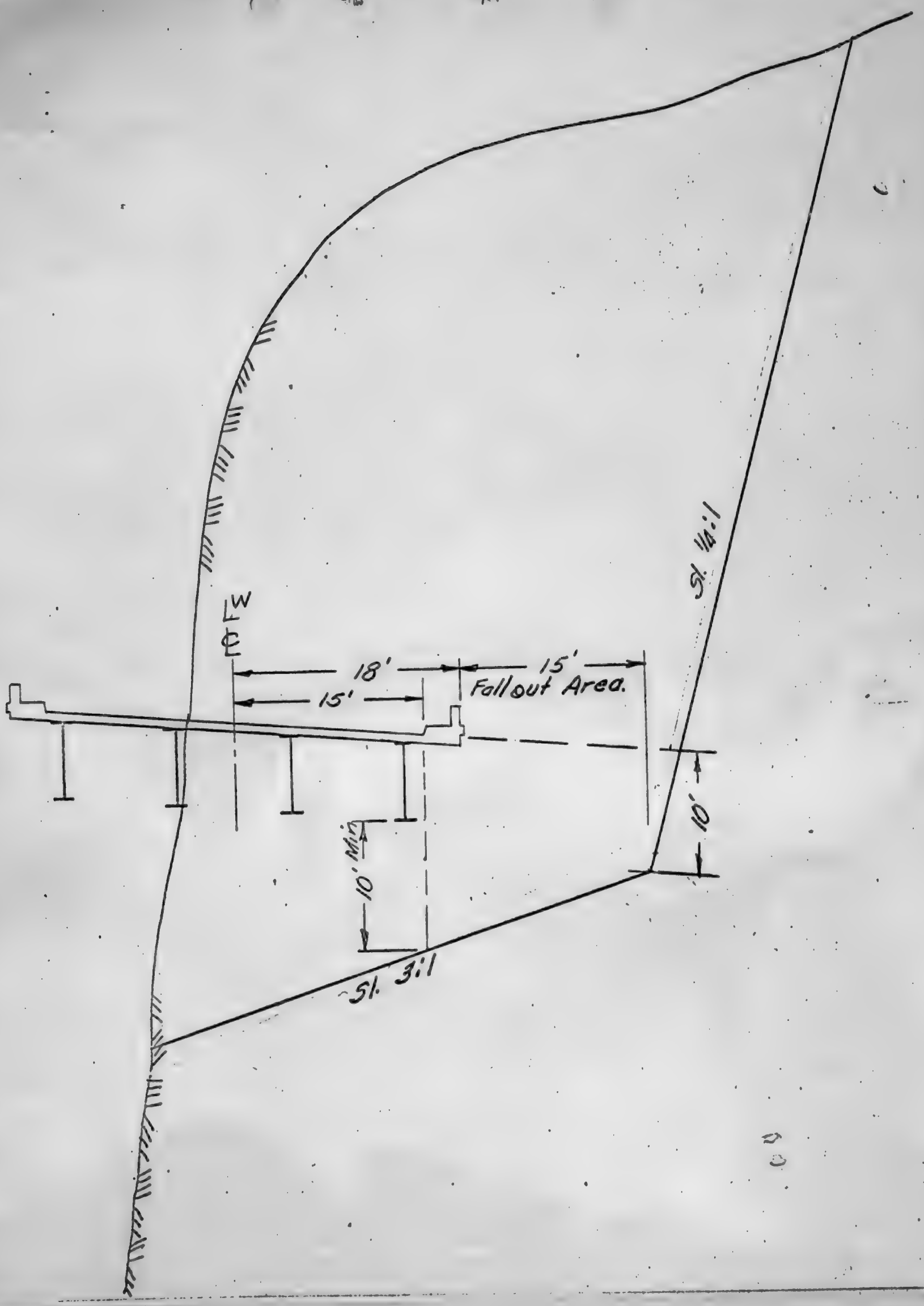
"Lw" 1760+10 to 1761+60 Rt, See attached Sketch

Frank L. Hall
Chief Designer

by

cc: L. H. Young
D. J. Barbee

RECEIVED
OCT 6 1965
OFFICE OF
STATE HIGHWAY ENGINEER


℄
18'
15'
15'
Fallout Area.
10' Min.
10'
Sl. 3:1

RECEIVED
SEP 27 1965

Form DOT F 1320.1
(11-63)
(Prea. by
A.O. [illegible])

UNITED STATES GOVERNMENT

Memorandum

I-80N-2(-)4 38

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

Edwards

T. Dec

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon I-80N-2(-)15
Bonneville Dam - W. Cascade Locks Section

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: September 23, 1965

In reply refer to:
08-35.2-DA

Mr. Edwards' letter dated September 22 requested our concurrence and participation with Interstate funds in necessary improvements to Tooth Rock Tunnel that will result in increased visibility. Tile lining and modernization of the lighting system is work that is considered necessary in order to bring this section of I-80N up to Interstate standards. This office will approve a program submission for this section of I-80N that includes work requested in the aforementioned letter along with other work currently under consideration.

Copy sent 9-27-65
Wakeham
Include in bridge contract

NOTED
TOM EDWARDS

RECEIVED
SEP 24 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
SEP 23 1965
FOR FILING

I-80N-2(34)38
6976
3927

September 22, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

The existing lighting system in the Bonneville Tunnel (Tooth Rock) on I-80N is inadequate and should be up-graded. We have received complaints of this inadequacy plus the fact that there have been 10 reported accidents over the past five and one-half years wherein lack of illumination appears to be the causative factor. The existing lighting system provides a very low level of illumination, only about 15 to 20 percent of that recommended as current standard practice.

It is recommended that the lighting system be up-graded, plus installation of tile lining, the estimated cost of which is $76,000 and $104,000, respectively, for a total of $180,000.

Your consideration and approval of this improvement work is solicited as a Federal-Aid Interstate participating project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
Ivan Merchant

FBC:njc jwa

September 22, 1965

Ms. Thora Reed
2705 S. E. River Road
Portland 22, Oregon

Dear Ms. Reed:

We have received your recent letter commenting on lack of adequate lighting in the Bonneville Tunnel and urging improvement.

We recognize that an up-grading of the lighting system in the tunnel is a much needed project and we are moving ahead with plans for revised lighting. This is an Interstate project, and improvement is dependant upon approval by the Bureau of Public Roads.

Your interest in traffic matters and your suggestions for improvement are appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
Ivan Merchant (enc.)

FBC:njc/TE:jwa

FORM E-30 REV 7-64 SP*6228-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
September 14, 1965

SUBJECT: Lighting
Bonneville Tunnel

TE 3927

To:
Tom Edwards
Assistant State Highway Engineer
B u i l d i n g

There is attached a collision diagram of the tunnel for the past five years. The types of accidents that occurred could probably have been helped by higher intensity lighting.

I recommend that we wait; however, till after the tunnel is painted and take another look at the accidents. There is attached a suggested-draft on this matter.

L. E. George
Assistant Traffic Engineer

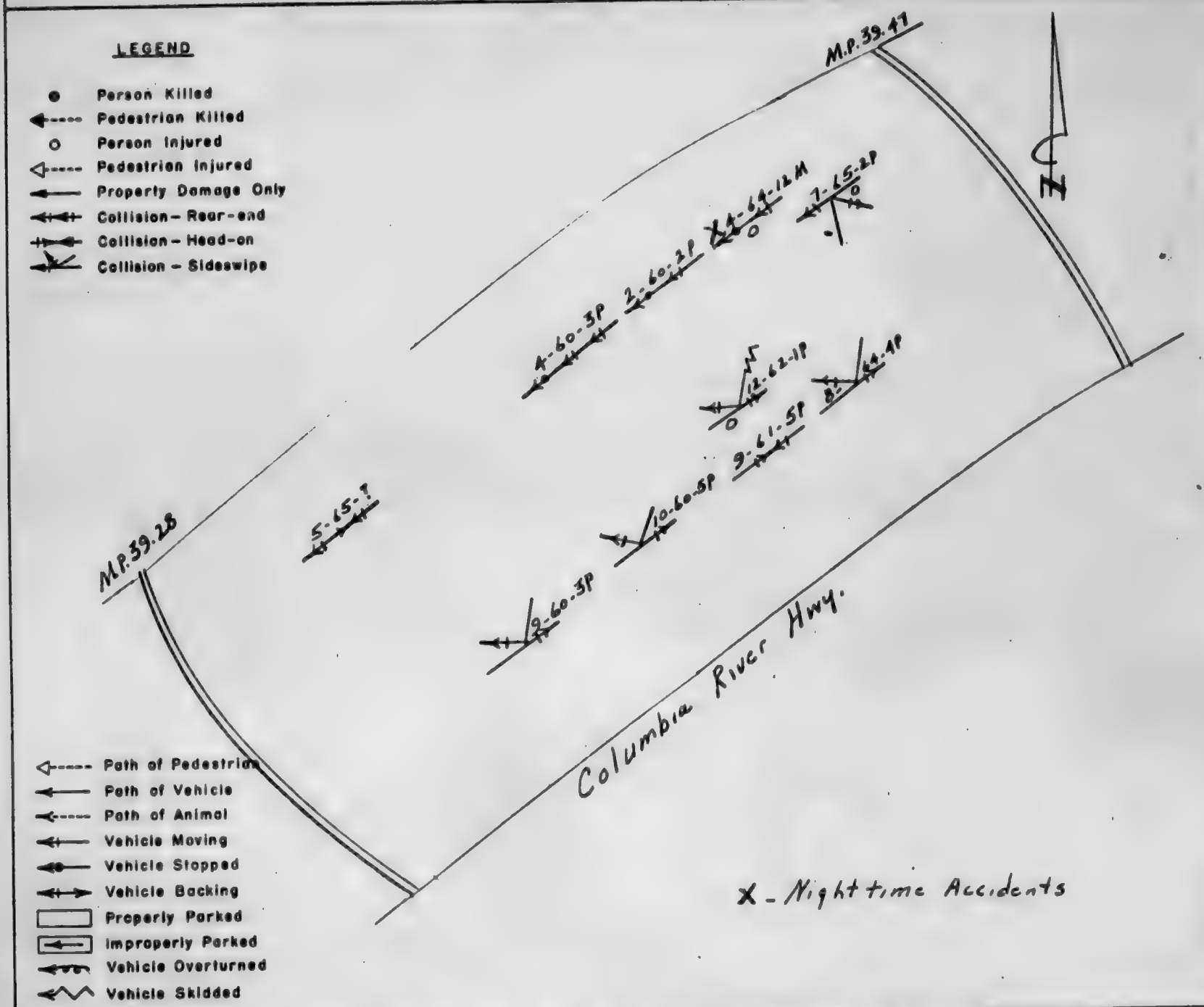
LEG:aa
Attachment

Bud - FYI

RECEIVED
SEP 15 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Oregon State Highway Department
Traffic Engineering Division
Accident Analysis
COLLISION DIAGRAM

City of _____ County Multnomah
~~Intersection of~~ Columbia River Hwy ~~and~~ Toothrock Tunnel
Highway Number 2 (US30) M.P. 39.28 to M.P. 39.47
Period Covered 1-1-60 to 7-31-65
Compiled by BC Drawn by _____ Date 9-14-65



X - Nighttime Accidents

Collision Type	1960-1961				1962-1963				1964				7 mos. 1965				Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle																				
Head-on			1	1															1	1
Rear-end			2	2						1		1						1	2	3
Sideswipe			2	2		1		1			1	1		1		1		2	3	5
Turning Movement																				
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian															1	1			1	1
Backing																				
Misc.																				
TOTAL	-	-	5	5	-	1	-	1	-	1	1	2	-	1	1	2	-	3	7	10

1494

Monday--Labor Day-Sept. 6th 1965

REFERRED TO Admin BY SECRETARY

SEP 7 65 EDWARDS

Highway Dept., State of Oregon

Gentlemen:

Have been wanting to write you regarding the long, dark tunnel, between the Bonneville Dam and the Bridge of the Gods, on the Oregon Side. It is much too dark for safety. There are not enough lights. It seems especially dark, when coming, entering it, from bright sunshine, into that long, dark tunnel.

Is there some way, it can be made lighter?
I like driving the Oregon side, to reach the Wash. Mineral Springs, up above Carson, enjoy the mineral water there----but have taken to driving the Wash. side to reach Carson, to avoid that very dark tunnel. And yes--I have good eyesight, and drive a Plymouth (1957) car.

Why could there not be a string of lights, placed right down on the pavement inside the tunnel, right up against both sides (inside) to give added light, so drivers can see the middle line, better!?

Sincerely

T.Reed
2705--S.E. River Rd.,
Portland-22-Oreg.

Thos Reed

Bud George
Discuss

RECEIVED
SEP 8 1965
TRAFFIC ENGINEERING

RECEIVED
SEP 7 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 7 1965
OREGON
STATE HIGHWAY COMMISSION

...is picture looks like, it might be the tunnel I'm refering to. Its the "curve" that makes it so hard to drive through.

...ty Commercial, Ethnic, So...

NATHANIEL WYETH (inset) was among the first persons to influence American development of the Oregon country in the 1830s. Although most immigrants rode boats and rafts on the Columbia River, or walked around Mt. Hood, U.S. Route 30 has been designated the "Old Oregon Trail."

RECEIVED
SEP 29 1965

I-80N-2(34)38

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 15, 1965

SUBJECT: Bonneville-Hood River County Line Section
Columbia River Highway

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
B U I L D I N G

Attached hereto for your information is a copy of a letter and some pictures regarding a recommendation from Division I that an epoxy resin be applied to the existing tunnel on subject section.

Please advise if you approve the addition of this item to the proposed contract.

F. D. Morgan
Construction Engineer

FDM:fp
Attach.

Fred
I am working on it
2 B/up 9/28

copy to Morgan 9-29-65

RECEIVED
SEP 1 9 1965

FORM E-90 20M 3-55 SP*6470-724

Routing

Morgan
Decker
Walker
Glenn
Swan
Peaso
Morelock
Trout
Scott
Willis
Litchfield
Olson

OREGON STATE HIGHWAY DEPARTMENT

RECEIVED
SEP 15 1965
CONSTRUCTION DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
September 14, 1965

SUBJECT: Bonneville-Hood River
County Line Section
Columbia River Highway

To:
Mr. F. D. Morgan
Construction Engineer
Salem

A recent article in the September 1965 issue of the Public Works magazine brought to our attention the existing tunnel on the subject section with regard to visibility and adequacy of existing lighting. As you know, this tunnel has a slight curve at the easterly end and, being located as it is under the bluffs of the Columbia Gorge, is quite dark and the visibility within the tunnel is sometimes very poor.

The article I mention concerns the coating of a vehicular tunnel under the Boston Prudential Center with a smooth glossy epoxy compound which provides a light reflective chemical resistant finish. According to this article, the cost of placing this epoxy material was less than 30 cents per square foot. The Bonneville Tunnel is approximately 825 feet long and has, I believe, a bore diameter of 36 feet and would contain approximately 50,000 square feet of surface for an approximate cost at this rate of about $15,000 for this protective coating.

We understand that the Vista Ridge Tunnel for the Sunset Highway was considered for a treatment of this kind, and we have discussed the application in the Bonneville Tunnel tentatively with Willis Grafe, Area Engineer for the Bureau of Public Roads, with no adverse reaction. In fact, because of the anticipated increased speeds when this tunnel is converted to a one-way facility, we feel that a treatment of this sort could be included in the prime contract on this section with a very good chance of receiving federal participation. We recommend, therefore, that a treatment of this tunnel be given serious consideration so that, if it can be included in the contract, this can be done without any delay.

(copies of article attached) fb

L. W. Rulien
Division Engineer

by

C. T. Keasey
Assistant Division Engineer

CTK:fb

Filmed out of sequence

Oregon State Highway Department

Federal-Aid
Project No. I-80N-2(34)38

BONNEVILLE-HOOD RIVER CO. LINE SECTION

OF THE COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

P.S. & E. Estimate.

Salem, Oregon, January 5, 1967

Type Code 6201
Roadway (Sta. L^{W} 1737+00 to Sta. 1812+75.07)

Clearing and Grubbing	All Required		$ 50,000.00
Ditch Excavation, Unclassified	56 cu.yd.	$ 5.00	280.00
General Excavation, Unclassified	353,000 cu.yd.	0.75	264,750.00
Slope Bench Excavation, Unclass.	16,800 cu.yd.	10.00	168,000.00
Embankment Foundation Excavation, Unclassified	4,200 cu.yd.	1.00	4,200.00
Tunnel Excavation, Unclassified	7,800 cu.yd.	15.00	117,000.00
Finishing Roadbed and Slopes	All Required		3,000.00
Rounding Cutbanks	1,000 lin.ft.	0.25	250.00
Trench Excavation	1,240 cu.yd.	7.00	8,680.00
Special Backfill in Drains	140 cu.yd.	8.00	1,120.00
Watering	1,030 M-gal.	3.50	3,605.00
3/4" - 0 Material in Base	4,000 ton	2.25	9,000.00
Plant-Mix Stone Base	36,500 ton	2.25	82,125.00
Bituminous Base Mixture	5,000 ton	4.00	20,000.00
Asphalt in Bituminous Base	230 ton	30.00	6,900.00
3/4" - 0 Material in Prime Coat	200 cu.yd.	6.00	1,200.00
RC-250 Asphalt in Prime Coat	30 ton	45.00	1,350.00
Class "B" Asphalt Concrete Mixture	11,200 ton	4.35	48,720.00
Asphalt Cement in Mixture	620 ton	30.00	18,600.00
8-inch Reinforced Concrete Pavement	3,000 sq.yd.	6.50	19,500.00
12-inch Reinforced Concrete Bridge End Panels	480 sq.yd.	15.00	7,200.00
Special Steel Reinforcement	30,000 lb.	0.15	4,500.00
Loose Riprap	2,500 cu.yd.	3.50	8,750.00
12-inch Culvert Pipe	680 lin.ft.	3.75	2,550.00
18-inch Culvert Pipe	1,700 lin.ft.	5.00	8,500.00
24-inch Culvert Pipe	280 lin.ft.	8.00	2,240.00
36-inch Culvert Pipe	34 lin.ft.	14.50	493.00
6-inch Drain Pipe	170 lin.ft.	2.00	340.00
10-inch Drain Pipe	1,860 lin.ft.	3.00	5,580.00
18-inch Culvert End Sections	4 only	40.00	160.00
Concrete Manholes	3 only	375.00	1,125.00
Concrete Inlets, Type G	2 only	100.00	200.00
Concrete Inlets, Type G-1	19 only	100.00	1,900.00
Concrete Inlets, Type G-2M	8 only	150.00	1,200.00
Concrete Inlets, Type D	1 only	150.00	150.00
Adjusting Manholes	2 only	100.00	200.00
Reconstructing Concrete Manholes	1 only	200.00	200.00
Concrete Curbs	144 cu.yd.	45.00	6,480.00
Concrete Walks	520 sq.yd.	4.50	2,340.00

FORM B-30 REV 8-65 SP*6470-784

Routing
Morgan
Decker
Walker
Glenn
Swan
Peete
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
SEP 15 1965
CONSTRUCTION
DIVISION

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
September 14, 1965

SUBJECT: Bonneville-Hood River
County Line Section
Columbia River Highway

To:
Mr. F. D. Morgan
Construction Engineer
Salem

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(copies of 8x6 attached) JFB

L. W. Rulien
Division Engineer

by

C. T. Keasey
Assistant Division Engineer

CTK:fb

Commissioners
Wayne E. Phillips, Baker
Chairman
Tallant Greenough, Coquille
Vice-Chairman
John P. Amacher, Winchester
J. Pat Metke, Bend
Joseph W. Smith, Klamath Falls

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

FOR FILING
I-Rod-2 (34) SK

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

September 14, 1965

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

We are replying to your letter of September 8, 1965 which enclosed plans for the following projects:

1. Jefferson St.-Thurman St. Section, Stadium Freeway, Multnomah County.
2. Badger Creek-Hostetler Road Section, FAS 365, Wasco County.
3. Ashland Interchange Section, Pacific Highway, Jackson County.
4. Baldock Rest Area, Pacific Highway, Clackamas County.
5. The Dalles-Fifteenmile Creek Section, Columbia River Highway, Wasco County.
6. Bonneville-Hood River County Line Section, Columbia River Highway, Multnomah County.

There will be no conflict with wildlife resources as a result of any of the above construction, so the projects are approved.

We appreciate the opportunity to comment.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

NOTED
F. B. KLABOE

Routing
Morgan
Decker
Bond
Barlope
Walker
Glenn
Swan
Peace
Morelock
Trout
Scott
Wills
Litchfield
Olsen

RECEIVED
SEP 15 1965
CONSTRUCTION
DIVISION

ROK:dm

cc: Director, OFC

9/15/65 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (6)
T. C. Roake
J. E. Morelock
A. E. Johnson (2)
L. W. Rulien (4)
L. R. Chandler (2)
J. F. Putnam (4) fp

Commissioners:
Wayne E. Phillips, Baker
Chairman
Tallant Greenough, Coquille
Vice-Chairman
John P. Amacher, Winchester
J. Pat Metke, Bend
Joseph W. Smith, Klamath Falls

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

J 2-1-2 (24) -26

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

September 14, 1965

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

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P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

NOTED
F. B. KLABOE

Routing
Morgan
Docker
Bond
Barbee
Walker
Glenn
Swan
Peters
Morelock
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Scott
Wills
Litchfield
Olsen

RECEIVED
SEP 15 1965
CONSTRUCTION
DIVISION

ROK:dm

cc: Director, OFC

9/15/65 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (6)
T. C. Roake
J. E. Morelock
A. E. Johnson (2)
L. W. Rulien (4)
L. R. Chandler (2)
J. F. Putnam (4) fp

RECEIVED
SEP 13 1965

COMMISSIONERS
HERMAN F. MEIERJURGEN, CHAIRMAN, BEAVERTON
EDW. G. HUFFSCHMIDT, PORTLAND
LEONARD W. HALL, PHILOMATH

I-205 : (3-1)

Clyde

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG., 1400 S. W. 5TH AVENUE
PORTLAND 97201

Routing

Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan

RECEIVED
SEP 15 1965
CONSTRUCTION
DIVISION

Peace
Morelock
Trout
Scott
Willi
Litchfield
Olson

September 14, 1965

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97310

Attention Mr. F. D. Morgan

Dear Mr. Cooper:

The plan title sheet of the following listed highway project transmitted to us by your letter dated September 8, 1965 has been reviewed.

Bonneville - Hood River County Line Section, Columbia River Highway, Multnomah County

We are very much interested in this section of road construction and request that detailed plans of the project be submitted to us in order that we may comment more precisely on the effects the project may have on our hatchery facilities.

Your favorable consideration in this matter will be appreciated.

Sincerely,

Edw. K. Neubauer

EDW. K. NEUBAUER
DIRECTOR OF ENGINEERING

NOTED
F. B. KLABOE

cc: Oregon State Game Commission

9/15/65 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall
T. C. Roake
J. E. Morelock
L. W. Rulien (2)

fp

RECEIVED
SEP 16 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 13 1965
FORM B-80 SOM 2-65 SP*6470-734
FOR FILING
I-8AN 2(34) 38
1-116

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 10, 1965

To: Mr. R. L. Porter
Deputy State Highway Engineer

Building

SUBJECT: Pux 566 - Ruckel Creek O-Xing
OWRR & N. Co.; Union Pacific RR Co.
Multnomah County

Herewith I hand you a copy of Order No. 41898, issued by the Public Utility Commissioner under date of September 7, 1965, relative to the above-titled matter.

Distribution of conformed copies has been made as indicated below.

J. N. HERSHBERGER
Staff Attorney

JNH:ja
Encl.

cc: F. B. Klaboe (1)
Ivan Merchant (1)
F. D. Morgan (2)
E. S. Hunter (2)
L. W. Rulien (2)
R. N. Chase (3)
F. B. Crandall (1)
Ted Litchfield (1)

NOTED
R. L. PORTER

RECEIVED
SEP 10 1965
OFFICE OF
STATE HIGHWAY ENGINEER

ORDER NO. 41898

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF-319

In the Matter of the Application of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct an Overcrossing over the main track of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, known as the RUCKEL CREEK OVERCROSSING project, located in the Northeast Quarter of the Northeast Quarter of Section 22, Township 2 North, Range 7 East, W.M., Multnomah County, Oregon.	ORDER

On or about May 7, 1965, the State of Oregon, by and through its State Highway Commission, applied for authority to establish a railroad-highway crossing at the location and in the manner set forth above, alleging that such filing is made under the authority of ORS 366.205 and ORS 763.040; that the construction of such crossing as a part of the Interstate Highway System is necessary to the proper service, convenience and accommodation of the public; that the construction of a crossing of railroad and highway at common grade is inimical to the safety of travel upon both highway and railroad; that the proposed construction will be in Multnomah County, and that the tracks to be crossed are owned and operated by the Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company its Lessee, hereinafter collectively referred to as "Railroad".

Attached to the Application as a part thereof and marked Exhibits "A" and "B", are Oregon State Highway Department drawings numbered, respectively, 20552 and 20096, showing in detail and to scale a map of the general area; the plan and elevation of the proposed structure, and a profile of the grades of highway and railroad as they approach the highway overcrossing structure.

Copies of the Application and the attached drawings were forwarded to the offices of the Superintendent of, and the Attorneys for, Railroad and to the Multnomah County Road Department.

In its Answer to Application, filed on June 9, 1965, Railroad makes certain objections relative to the method for reimbursement for costs incurred by it in connection with the construction, and alleges that additional protection should be provided by the surfacing of the slopes beneath the highway structure which are adjacent to the tracks.

In a pleading filed on June 16, 1965, Applicant moved to amend its Application and to substitute for Exhibit "A" originally filed, a revised drawing similarly marked but dated May 18, 1965.

In essence, the amendment and the revision will eliminate a retaining wall which was originally intended to afford protection to a future westbound track. Applicant alleges therein that "said retaining wall will not be required in connection with the installation of the future track".

In a "reply" to Railroad's Answer, and to the objection set forth therein, filed on June 18, 1965, Applicant agrees to place rock blanket protection on its fill slopes and thereby overcomes the objection of Railroad above mentioned. Applicant justifies its use of the method proposed in making reimbursement to Railroad by alleging that proper reimbursement to Railroad is fully assured thereby; that such a method saves Applicant auditing expense; is desirable and proper, and not properly subject to Railroad's objections.

Copies of the Amendment and the Reply of Applicant were forwarded to all parties of record, and on July 7, 1965, the Commissioner was informed by Multnomah County's Engineer and Roadmaster that Multnomah County would have no objections to the construction as proposed. On July 19, 1965, upon receipt of Applicant's "Reply" and "Motion to Amend", Railroad informed the Commissioner by letter and through its Attorney that:

"The matters set forth in the Reply are satisfactory to Respondent and no issues in connection therewith remain before the Commissioner".

No objections having been made to Applicant's Motion to Amend, such motion is allowed and reference is hereinafter made to the Application as amended thereby.

Due and careful consideration has been given to the Application, to the related pleadings, and to the record herein. Conditions in the field were investigated and are substantially as alleged. No issues are raised by any railroad company or public body in interest that are within the purview of ORS 763.080. There is no apparent need for a public hearing in this matter and the delays that would be occasioned and the expenses that would be incurred thereby are not justified. Good cause appearing therefore such public hearing will not be held.

Based upon the Application, the record and an investigation in the field it is found that:

For the proper service and convenience of the public, Applicant proposes to reconstruct -- to interstate system highway standards -- the Bonneville-Hood River County line section of the Columbia River Highway which will then be denominated as U.S.H.R. 80N. Such reconstruction requires a separation of the eastbound and westbound traffic lanes, and necessitates the construction of an overcrossing of the main line track of Railroad as shown on drawings herein marked Exhibit "A" and Exhibit "B".

Applicant states that the proposed structure will replace no existing grade crossing; that no benefits from such construction will accrue to Railroad, and that participation in the costs thereof are therefore not requested.

Applicant alleges that the proposed structure will carry only westbound traffic; that it will be constructed northerly from and parallel to the existing Columbia River Highway which will then become an eastbound lane, and that because of the topography of the land and the close proximity of creeks and rivers, it is

feasible only to carry the highway traffic across the railroad track by means of such overcrossing structure.

Applicant also alleges that the railroad traffic now averages 18 trains per day, of which 6 are passenger trains, and that the estimated annual average daily traffic on the proposed structure, upon completion, will be 3500 vehicles, with an anticipated increase to 8400 vehicles in 1985.

The 920-foot long structure will cross the railroad track just west of the Multnomah County-Hood River County line near Railroad Mile Point 40.3 on Railroad's Fourth Subdivision of its Oregon Division. The track will pass beneath the 2 central spans and between the supporting columns which are a part of Bent No. 6. A 12-foot minimum horizontal clearance between center of track and nearest column or pier, and a minimum vertical clearance of 24 feet from base of rail to the lower edge of the overhead deck supporting member will be provided. The center lines of railroad and highway structure will intersect at Railroad Survey Station 2203 + 95.8 and Highway Survey Station 1796 + 54.75 at an angle of 14° 6' 45" in the southeasterly quadrant.

Adequate provision is made for the installation of an additional track, and for the construction of an off-track maintenance road beneath. A retaining wall some 155 feet in length will protect track, roadway, and signal facilities from possible erosion or interference from fills at the easterly end of the structure. The fill slopes will be surfaced or blanketed with rock to provide further protection against such possible dangers.

The two spans between Bents 5 and 7 will be 135 and 140 feet in length and supported by welded steel girders. The remaining spans, with the exception of the most easterly, which is of reinforced concrete deck girder construction, are supported by pre-stressed, pre-cast concrete beams. A roadway width of 30 feet between curbs will provide for 2 lanes of vehicle traffic.

Applicant proposes that the construction and maintenance of the project be handled, and the costs thereof be borne, as follows:

TO BE DONE BY STATE

(a) Prepare plans and specifications, award contracts for, supervise and finance the construction of the overcrossing structure, including the highway approaches, such financing to include reimbursement to railroad for necessary expenditures incurred by them in connection therewith.

(b) After completion, maintain the overcrossing structure with its fills and approaches and all other highway appurtenances.

TO BE DONE BY RAILROAD

(a) Subject to reimbursement by Applicant:

1. Furnish such engineering, inspection, watchmen and flagmen services as may be necessary to protect railroad operations during the period of construction.

2. Remove as may be necessary, the existing fences, signal and communication lines, protect the same during the construction period, and replace in a permanent location upon completion.

(b) At its own cost and expense:

1. Maintain its railroad tracks with their appurtenances and facilities.

Applicant alleges that during the emplacement of the cantilevered, deck-supporting member that is a part of Bent No. 7, it will be necessary to encroach upon the clearance limits prescribed as the minimum by the Commissioner's Rules and Regulations. Such impairment to the extent of only 6 inches will be temporary, and the required clearance will be provided after its removal.

The crossing of railroad and highway as above set forth is necessary to the alignment and construction of US Interstate Highway 80N, and to the convenience and accommodation of the public. No objections are made to its location or to the manner of crossing. Applicant's

proposals for the allocation of work to be done, and the apportioning of cost to be borne in connection with the construction and maintenance of the crossing, are acceptable to Railroad, are fair and reasonable, and such proposals are approved. Trainmen, in the required performance of their duties, will not be endangered by the slight temporary impairment of the track. After construction the crossing will be safe and adequate for the normal, anticipated rail and vehicular use thereof.

From the foregoing it is concluded that it is in the public interest that the Application be granted; that the overcrossing be constructed as proposed, and that a temporary variance from the prescriptions of the Commissioner's Rules and Regulations relative to track clearances be allowed. It is therefore

ORDERED that the Application of the State of Oregon by and through its State Highway Commission for authority to construct an overcrossing over the main line tracks of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, located in the Northeast Quarter of the Northeast Quarter of Section 22, Township 2 N., Range 7 E., Willamette Meridian, Multnomah County, Oregon, be and the same is hereby granted under the following terms and conditions:

1. The grade separation structure shall be constructed in a good and workmanlike manner, in accordance with modern accepted engineering practices and in conformity as to location, angle of intersection and general design with the details as shown on the drawings submitted with the Application and above identified;

2. All work of construction and maintenance of the overcrossing structure shall otherwise be done, and the costs thereof be borne, in accordance with the findings of the Commissioner hereinabove made and approved; and it is further

ORDERED that the temporary placement, during construction, of false work or other material above the track

and above 22 feet from top of rail, be and the same is, hereby allowed; and it is further

ORDERED that Railroad be, and the same is, hereby authorized to operate its trains over the impaired track under the conditions of impairment set forth above; and it is further

ORDERED that the designation 2A-40.3-A be assigned to the crossing as a means of identification in the Commissioner's Catalog of Railroad Crossings in Oregon.

Made, entered and effective this 7th day of Sept., 1965.

Public Utility Commissioner

(SEAL)

RECEIVED
AUG 10 1965
FOR FILING

I-8DN-2 (34) 38

6976

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
August 9, 1965

To: Memo to the File

SUBJECT: Tooth Rock Tunnel Section of I-80N

As instructed, I called Glen Tabor of the Union Pacific Railroad and inquired of him how we stand on the matter of reaching agreement for this section.

He advised me that the Railroad was almost entirely satisfied with the package that has developed except for the possible addition of some minor changes in their requirements for the shooting we must do near the railroad tunnel. He will forward us this additional information in the very near future.

He also advised me that his staff is now working on preparation of exhibit maps which will become a part of the final agreement, and it was his opinion that we could get this final agreement executed in "two or three months".

I will keep after Mr. Tabor on a periodic basis to attempt to keep them working on this project.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb
cc: Mr. Forrest Cooper
Mr. R. L. Porter
Mr. David Moehring
Mr. T. W. Litchfield

RECEIVED
MAY 12 1965

Const
R/W
Gal. R. (w)

Salem, Oregon
May 10, 1965

Excavation at Tooth Rock
Tunnel. Bonneville-Hood
River Co. Line Section

Mr. F. D. Morgan
Construction Engineer
O F F I C E

On the subject project, in line with letters from C. T. Keasey of 3/24/65 and 5/4/65, I have prepared the attached tentative special provisions dated May 10, 1965, superseding a previous issue dated April, 1965 which covered protection only of the railroad tunnel as requested by T. W. Litchfield at that time. This May 10th provision broadens the previous issue to cover protection of our highway tunnel, Bonneville Pool and Lock, and waterways.

Perhaps these new provisions should be reviewed by you, Mr. Keasey and the U. S. Engineers. It probably is not necessary to send it to the U. P. Co. if the April issue has been sent them, as that coverage is included in the attached.

Virgil G. O'Neil
Specifications Engineer

VGO'N:jb

cc: L. H. Young

FORM
RECEIVED
JUN 24 1965
FOR FILING
FLOYD QUERY, SECRETARY
SALEM
I-80N-2(34)38
6711

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. RIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 17, 1965

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

Mr. Jonel C. Hill
Public Utility Commissioner
200 Public Service Building
Salem, Oregon 97310

Re: Pux 566 - Ruckel Creek Overcrossing
CWRR & N. Co.; Un. Pac. RR Co.
Multnomah County
Your Docket SXF-319

Dear Sir:

Herewith I hand you original and 4 copies of Reply of the State Highway Commission in the above-titled matter.

Very truly yours,

G. E. ROHDE
Chief Counsel

By
J. N. HERSHBERGER
Utilities & Railroad Attorney

JNH:ja
Encls.

cc: R. L. Porter
F. B. Klaboe
Ivan Merchant
F. D. Morgan
Ted Litchfield
L. W. Rulien

JNH:ja
6-17-65

PUX 566

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the Matter of the Application of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct an Overcrossing over the main line tracks of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, known as the RUCKEL CREEK OVERCROSSING project, located in the Northeast Quarter of the Northeast Quarter (NE¼NE¼) of Section 22, Township 2 North, Range 7 East, Willamette Meridian, Multnomah County, Oregon.	No. SXF-319 R E P L Y

Comes now Applicant, State of Oregon, by and through its State Highway Commission, and for Reply to the Answer of Respondent Railroads respectfully admits, alleges and represents as follows:

I

Applicant will provide rock blanket protection for its fill slopes beneath the proposed overcrossing structure.

II

The Answer of Respondents in paragraph IV does not put any matter in issue before the Commissioner. Paragraph VII of the Application in said paragraph (b) of THINGS TO BE DONE BY STATE, in lines two (2) to four (4), in part reads "including reimbursement to Railroad Companies for necessary expenditures incurred by them in connection therewith;" which clearly reflects that Applicant proposes to reimburse Respondents for their costs.

The reference in said paragraph (b) to Federal Regulation (PPM 30-3) sets up the "accounting practices" to be followed in making the reimbursement; this is desirable since the PPM is a public document and is in the hands of all parties; said PPM 30-3 provides for an audit of project expenditures by Bureau of Public Roads' auditors; Federal funds are involved and such an audit is proper; Respondents

JNH:ja
6-17-65

should have no objection to an accounting for expenditures of public funds whether of State or Federal origin. The Federal audit saves Applicant auditing expense.

WHEREFORE, having fully Replied to Respondents' Answer, Applicant prays for entry of an order in accordance with the Application, Answer and Reply and for such other order as may be just and proper in the premises; since it appears there is no matter at issue, Applicant asks that the requirement of a public hearing be waived and an ex parte order be entered pursuant to ORS 763.080(2).

Dated at Salem, Oregon, this 17th day of June, 1965.

STATE OF OREGON, by and through
its State Highway Commission
G. E. ROHDE
Assistant Attorney General and Chief
Counsel for the State Highway Commission

By_____
J. N. HERSHBERGER
Utilities & Railroad Attorney

STATE OF OREGON)
) ss
County of Marion)

I, Ivan Merchant, being first duly sworn, say that I am Bridge Engineer for the Oregon State Highway Commission and that the foregoing Reply is true as I verily believe.

IVAN D. MERCHANT

Subscribed and sworn to before me this 17th day of June, 1965.

J. N. HERSHBERGER
Notary Public for Oregon
My commission expires February 20, 1966

I certify that the above is a true and correct copy of the foregoing Reply and the whole thereof.

J. N. HERSHBERGER
Utilities & Railroad Attorney

FOR FILING
JUN 24 1965
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD OLIVER, SECRETARY
SALEM

I 2nd-2(34) 38

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 17, 1965

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

NOTED
R. L PORTER

Mr. Jonel C. Hill
Public Utility Commissioner
200 Public Service Building
Salem, Oregon 97310

Re: Pux 567 - Eagle Creek Overcrossing
OWRR & N. Co.; Un. Pac. RR Co.
Multnomah County
Your Docket SXF-320

Dear Sir:

Herewith I hand you original and 4 copies of Reply of the State Highway Commission in the above-titled matter.

Very truly yours,

G. E. ROHDE
Chief Counsel

By
J. N. HERSHBERGER
Utilities & Railroad Attorney

JNH:ja
Encls.

cc: R. L. Porter
F. B. Klaboe
Ivan Merchant
F. D. Morgan
Ted Litchfield
L. W. Rulien

RECEIVED
JUN 18 1965
OFFICE OF
STATE HIGHWAY ENGINEER

JNH:ja
6-17-65

PUX 567

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the Matter of the Application of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct an Overcrossing over the main line tracks of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, known as the EAGLE CREEK OVERCROSSING project, located near Mile Point 40 in the Southwest Quarter (SW¼) of Section 22, Township 2 North, Range 7 East, Willamette Meridian, Multnomah County, Oregon	No. SXF-320 R E P L Y

Comes now Applicant, State of Oregon, by and through its State Highway Commission, and for Reply to the Answer of Respondent Railroads respectfully admits, alleges and represents as follows:

I

Applicant will provide rock blanket protection for its fill slope under the east end of the proposed overcrossing structure. (This is the only fill slope under this structure).

II

The Answer of Respondents in paragraph IV does not put any matter in issue before the Commissioner. Paragraph VII of the Application in said paragraph (b) of THINGS TO BE DONE BY STATE, in lines two (2) to four (4), in part reads "including reimbursement to Railroad Companies for necessary expenditures incurred by them in connection therewith;" which clearly reflects that Applicant proposes to reimburse Respondents for their costs.

The reference in said paragraph (b) to Federal Regulation (PPM 30-3) sets up the "accounting practices" to be followed in making the reimbursement; this is desirable since the PPM is a public document and is in the hands of all parties; said PPM 30-3 provides for an audit of project expenditures by Bureau of Public Roads' auditors; Federal funds are involved and such an audit is proper; Respondents

JNH:ja
6-17-65

should have no objection to an accounting for expenditures of public funds whether of State or Federal origin. The Federal audit saves Applicant auditing expense.

WHEREFORE, having fully Replied to Respondents' Answer, Applicant prays for entry of an order in accordance with the Application, Answer and Reply and for such other order as may be just and proper in the premises; since it appears there is no matter at issue, Applicant asks that the requirement of a public hearing be waived and an ex parte order be entered pursuant to ORS 763.080(2).

Dated at Salem, Oregon, this 17th day of June, 1965.

STATE OF OREGON, by and through
its State Highway Commission
G. E. ROHDE
Assistant Attorney General and Chief
Counsel for the State Highway Commission

By_____
J. N. HERSHBERGER
Utilities & Railroad Attorney

STATE OF OREGON)
) ss
County of Marion)

I, Ivan Merchant, being first duly sworn, say that I am Bridge Engineer for the Oregon State Highway Commission and that the foregoing Reply is true as I verily believe.

IVAN D. MERCHANT

Subscribed and sworn to before me this 17th day of June, 1965.

J. N. HERSHBERGER
Notary Public for Oregon
My commission expires February 20, 1966

I certify that the above is a true and correct copy of the foregoing Reply and the whole thereof.

J. N. HERSHBERGER
Utilities & Railroad Attorney

FORM E-123

RECEIVED
JUN 1 1965

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

I-80N-2(34)38

(Title)

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

June 16, 1965

Mr. Jonel C. Hill
Public Utility Commissioner
200 Public Service Building
Salem, Oregon 97310

Re: Pux 566 - Ruckel Creek Overcrossing
Union Pacific Railroad (OWRR & N. Co.)
Motion to Amend Application
Multnomah County

Dear Sir:

Herewith I hand you original and 4 copies of Motion to Amend Application of the State Highway Commission in the above-titled matter.

Two of the copies are for service upon Union Pacific Railroad Company, one copy for service upon Multnomah County, and two copies are for use by your office.

Very truly yours,

G. E. ROHDE
Chief Counsel

By
J. N. HERSHBERGER
Utilities & Railroad Attorney

JNH:ja
Encls.

cc: R. L. Porter
Fred Klaboe
Ivan Merchant
F. D. Morgan
L. W. Rulien
Ted Litchfield

RECEIVED
JUN 17 1965
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. KLABOE

JNH:ja
6-14-65

PUX 566

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the Matter of the Application of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct an Overcrossing over the main line tracks of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, known as the RUCKEL CREEK OVERCROSSING project, located in the Northeast Quarter of the Northeast Quarter (NE¼NE¼) of Section 22, Township 2 North, Range 7 East, Willamette Meridian, Multnomah County, Oregon.	No. SXF-319 M O T I O N T O A M E N D A P P L I C A T I O N

Comes now your Applicant, State of Oregon, by and through its State Highway Commission, and respectfully moves to amend its Application in the above-titled matter as follows:

I

In paragraph III, substitute Oregon State Highway Department Drawing No. 20552, Bridge No. 9377, Revised 5-18-65, marked Exhibit "A", for the Exhibit "A" which was submitted with the Application. The revision of 5-18-65, eliminates a retaining wall which was formerly provided opposite Highway Engineer's Centerline Station 1789+50, 17 feet northerly of the westbound railroad track. Said retaining wall will not be required in connection with the installation of a future track.

II

Strike the last sentence of paragraph VI and substitute therefor: "A retaining wall to protect the railroad track is provided at the East end of the structure, as shown on said Exhibits "A" and "B".

Dated at Salem, Oregon, this 14th day of June, 1965

STATE OF OREGON, by and through
its State Highway Commission
G. E. ROHDE
Assistant Attorney General and Chief
Counsel for the State Highway Commission

By_____
J. N. HERSHBERGER
Utilities & Railroad Attorney

JNH:ja
6-14-65

STATE OF OREGON)
) ss
County of Marion)

I, Ivan Merchant, being first duly sworn, say that I am Bridge Engineer for the Oregon State Highway Commission and that the foregoing Motion to Amend Application is true as I verily believe.

IVAN D. MERCHANT

Subscribed and sworn to before me this 14th day of June, 1965.

J. N. HERSHBERGER
Notary Public for Oregon
My commission expires February 20, 1966

I certify that the above is a true and correct copy of the foregoing Motion to Amend Application and the whole thereof.

J. N. HERSHBERGER
Utilities & Railroad Attorney

FORM E-723
RECEIVED
JUN 17 1965
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM
I 80N-2(34) 3F
6176

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

June 16, 1965

Mr. Jonel C. Hill
Public Utility Commissioner
200 Public Service Building
Salem, Oregon 97310

Re: Pux 567 - Eagle Creek Overcrossing
Motion to Amend Application
Union Pacific Railroad (OWRR & N. Co.)
Multnomah County

Dear Sir:

Herewith I hand you original and 4 copies of subject Motion to Amend Application of the State Highway Commission.

Two of the copies are for service upon Union Pacific Railroad Company, one for service upon Multnomah County and two copies are for use by your office.

Very truly yours,

G. E. ROHDE
Chief Counsel

By
J. N. HERSHBERGER
Utilities & Railroad Attorney

JNH:ja
Encls.

cc: R. L. Porter
Fred Klaboe
Ivan Merchant
F. D. Morgan
Ted Litchfield
L. W. Rulien

RECEIVED
JUN 17 1965
OFFICE OF
STATE HIGHWAY ENGINEER

JNH:ja
6-14-65

PUX 567

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the Matter of the Application of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct an Overcrossing over the main line tracks of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, known as the EAGLE CREEK OVERCROSSING project, located near Mile Point 40 in the Southwest Quarter (SW¼) of Section 22, Township 2 North, Range 7 East, Willamette Meridian, Multnomah County, Oregon	No. SXF-320 M O T I O N T O A M E N D A P P L I C A T I O N

Comes now your Applicant, State of Oregon, by and through its State Highway Commission, and respectfully moves to amend its Application in the above-titled matter as follows:

I

In paragraph III, substitute Oregon State Highway Department Drawing No. 10-D-1, Revised 5-14-65, marked Exhibit "A", for Drawing No. 10-D-1 submitted with the Application, marked Exhibit "A". Said revision of 5-14-65, involves the end spans of the structure and necessitates renumbering the bents throughout.

II

In paragraph VI, page 3, line 3, strike "8 and 10" and substitute therefor "5 and 7". In line 4 strike "9." and substitute "6.".

Dated at Salem, Oregon, this 14th day of June, 1965.

STATE OF OREGON, by and through
its State Highway Commission

G. E. ROHDE

Assistant Attorney General and Chief
Counsel for the State Highway Commission

By_____
J. N. HERSHBERGER
Utilities & Railroad Attorney

JNH:ja
6-14-65

STATE OF OREGON)
) ss
County of Marion)

I, Ivan Merchant, being first duly sworn, say that I am Bridge Engineer for the Oregon State Highway Commission and that the foregoing Motion to Amend Application is true as I verily believe.

IVAN D. MERCHANT

Subscribed and sworn to before me this 14th day of June, 1965.

J. N. HERSHBERGER
Notary Public for Oregon
My commission expires February 20, 1966

I certify that the above is a true and correct copy of the foregoing Motion to Amend Application and the whole thereof.

J. N. HERSHBERGER
Utilities & Railroad Attorney

RECEIVED
MAY 24 1965
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FOR FILING
I-84-2 (34) 38
076

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
May 21, 1965

U.S. Department of Agriculture
Forest Service
Mt. Hood National Forest
P. O. Box 5241
Portland 16, Oregon

Subj: Eagle Creek Interchange
Bonneville-Hood River County Line
Columbia River Highway

Attention: Mr. Paul E. Neff
Forest Supervisor

Gentlemen:

Herewith a print showing a proposed gravel parking area and oiled service road at the subject interchange as requested by your letter of March 19, 1965.

This plan has been sent to the Bureau of Public Roads and we have their concurrence on it.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F.D. Morgan
Construction Engineer

NOTED
F.B. KLABOE

Enclosure

DNS:jp
cc: F.B. Klaboe
Earl Saling

RECEIVED
MAY 24 1965
OFFICE OF
STATE HIGHWAY ENGINEER

FORM [illegible] 12-63

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. PRICE, JR., MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

RECEIVED
MAY 19 1965

I-80N-2(34)38

6476

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 17, 1965

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. W. G. Johnson

Re: Blasting Specifications
Bonneville-Hood River Co. Line Section
Columbia River Highway
Multnomah County
Project No. I-80N-2(8)38
YOUR FILE: D 315 - 2 - 127

Gentlemen:

With my letter of April 27, 1965 we sent to you four copies of a draft of our proposed specifications covering the contractor's blasting and protection to your tunnel at Tooth Rock. I also mentioned more complete specifications would be submitted to you at a later date.

Attached you will find four copies of more complete specifications as promised and it is intended these be incorporated in the final draft of our special provisions.

Please review the attached information and return a copy with your comments. By copy of this letter we are sending two copies each of these specifications to Mr. B. E. Wilcox, Chief Engineer, and Mr. R. B. Cochrane, Chief of the Multiple Purpose Branch of the U. S. Corps of Engineers in Portland for their review and approval.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

NOTED
TOM EDWARDS

TWL:bjm
Attachments

cc: Mr. B. E. Wilcox - Corps of Engineers (w/attachs.)
Mr. R. B. Cochrane - Corps of Engineers (w/attachs.)
A. W. Parsons
R. L. Porter
F. B. Klaboe
Tom Edwards
L. H. Young
I. D. Merchant
L. W. Rulien
Jack Hesla

RECEIVED
MAY 18 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Oregon State Highway Department

TENTATIVE SPECIAL PROVISIONS FOR CONTROL OF BLASTING AND SPECIAL HANDLING OF MATERIALS AT TOOTH ROCK

Bonneville-Hood River Co. Line Section

Columbia River Highway

May 10, 1965

Controlled Blasting and Special Handling of Material Required in Vicinity of Railroad Tunnel and Other Utilities. The attention of the Contractor is called to the presence of the Union Pacific Railroad Company's railroad tunnel, highway tunnel, Bonneville Dam Pool and Lock, Columbia River shipping channel and other utilities which lie in close proximity to the proposed westbound highway, particularly between LW3 Stations 1755 and 1763.

In the performance of the excavating work required under the contract in the vicinity of the said enumerated items, the contractor shall exercise the utmost care not to endanger life or property, and shall perform his work by such means and methods as will not endanger or disturb existing railroad, highway, federal, public and private utility services.

Between the above highway station limits and elsewhere as may be necessary, any use of explosives shall be controlled to depth, amount and extent and with explosives of such quantity, quality and power, and in such locations, as will not affect the stability or integrity of the above enumerated items nor crack or displace rock outside the prescribed limits of required excavations. When any explosives are to be used between said station limits the contractor shall provide a qualified explosives engineer to act as an advisor and consultant to the contractor during the drilling and blasting operations, and a vibration specialist to conduct and interpret seismographic measurements.

With particular respect to said railroad tunnel, the intensity of ground vibrations to the walls, ceiling and floor of said tunnel caused by blasting shall be controlled by the contractor in conformance to the following lettered paragraphs:

(a) The contractor shall provide and use a seismographic instrument that will simultaneously measure and permanently record longitudinal, vertical and transverse vibrations of each blast, and he shall furnish the engineer with such records together with data giving the date, time, amount and type of explosives used, and the blasting plan employed for the blast.

(b) Within the tunnel, at a point nearest the origin of each blasting shot, the ground vibrations resulting from that shot shall be recorded as provided under (a) above.

(c) The velocity of ground vibrations as determined by seismic records taken as set forth under (a) and (b) above shall not exceed two (2) inches per second. The velocity of ground vibrations per second will be determined by the formula V=6.28xFxA, wherein "V" is the velocity of ground vibration per second, "F" is the frequency of ground motion in cycles per second, and "A" is the amplitude of ground motion in inches.

Based on the experience of controlled blasting as it affects the railroad tunnel, the effect of blasting on the highway tunnel and other utilities shall be estimated and taken into consideration for the prosecution thereof.

A blasting technique which should be considered for use by the contractor and which shall be used if other methods do not provide specified results is the "presplitting" technique which is designed to restrain breakage of rock to relatively neat lines, slopes and grades by producing a plane of split rock prior to any primary drilling and blasting. The presplitting technique is designed also to retain explosive forces within the prism or mass of rock which is to be excavated. Regardless of method, millisecond delay firing shall be used in the blasting operations.

Excavating and blasting shall be done in accordance with the requirements of the State Safety Code. Debris which comes upon railroad property or existing highway roadbeds shall be removed therefrom promptly, and adequate equipment and labor for this purpose shall be at hand whenever blasting is performed.

Any material which is deposited within the Columbia River or within the Bonneville Pool is likely to restrict the shipping channel along the base of Tooth Rock, the waterway area above the Bonneville Dam and the maneuver ability of river traffic in entering and leaving the upper end of the Bonneville Lock. All material deposited in the River or Pool by reason of the contractor's operations which the engineer determines as restrictive at the above locations and to the uses thereof shall be removed by the contractor. These materials shall be deposited elsewhere in a manner not unsatisfactory to the engineer, Railroad and U. S. Engineers, as their interests may appear. This removal of restrictive material shall be performed at such times and frequency as the engineer determines to be necessary to achieve the stated objectives.

Scaling of excavation slopes shall be periodical as each bench or lift is developed and as often as is required to keep all slopes safe.

The pertinent provisions set forth in the standard specifications, and particularly in Articles 7-20 through 7-28, 102-3.5 and 102-3.17 shall be fully met.

No separate or additional measurement or payment will be allowed for any extra operations involved in the performance of the special blasting nor for the removal, rehandling, hauling and disposing of materials deposited in the River or Pool as hereinabove provided, it being understood that the extra costs thereof are covered and included in the pay quantities of excavation measured in original position (position prior to excavation for roadbed purposes) and the applicable contract unit price set forth in the bid schedule.

Bonneville - Hood River Co. Line — May 1965

Retaining Wall 1775+67 - 1777

	Unit	Quantity	Unit Cost	Amount
Structural Excavation	C.Y.	310	4.00	$ 1,240.00
Class "A" Concrete	C.Y.	55	65.00	3,575.00
Metal Reinforcement	lb	5200	0.13	676.00
				$ 5,491.00
			+12½%	686.00
				$ 6,177.00

Retaining Wall 1789+50 - 1791+40

Structural Exc.	C.Y.	380	4.00	$ 1,520.00
Class "A" Concrete	C.Y.	115	65.00	7,475.00
Metal Reinforcement	lb	11,600	0.13	1,508.00
				10,503.00
			+12½%	1,313.00
				$ 11,816.00

Total $ 17,993.00

RECEIVED
MAY 13 1965
COMMISSIONERS

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH J. RIDLEY, MEMBER
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

I-80N-2(24)38

3-6776

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 7, 1965

FORREST COOPER,
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

Mr. Jonel C. Hill
Public Utility Commissioner
200 Public Service Building
Salem, Oregon 97310

NOTED
PORTER

Re: Pux 566 - Ruckel Creek Overcrossing
Union Pacific Railroad (OWRR & N. Co.)
Multnomah County

Dear Sir:

Herewith I hand you original and 4 copies of Application of the State Highway Commission in the above-titled matter.

Two of the copies are for service upon Union Pacific Railroad Company, one copy for service upon Multnomah County, and two copies are for use by your office.

Very truly yours,

G. E. ROHDE
Chief Counsel

By
J. N. HERSHBERGER
Utilities & Railroad Attorney

JNH:ja
Encls.

cc: R. L. Porter
Fred Klaboe
Ivan Merchant
F. D. Morgan
L. W. Rulien
Ted Litchfield

RECEIVED
MAY 10 1965
OFFICE OF
STATE HIGHWAY ENGINEER

JNH:ja
5-5-65

PUX 566

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the Matter of the Application of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct an Overcrossing over the main line tracks of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, known as the RUCKEL CREEK OVERCROSSING project, located in the Northeast Quarter of the Northeast Quarter (NE¼NE¼) of Section 22, Township 2 North, Range 7 East, Willamette Meridian, Multnomah County, Oregon.	A P P L I C A T I O N No._____

The Applicant herein respectfully represents:

I

That the name and address of your Applicant are State of Oregon, by and through its State Highway Commission, State Highway Building, Salem, Oregon 97310.

II

That this Application is made under the authority of ORS 366.205 and ORS 763.040.

III

That for the proper service and convenience of the public, Applicant proposes to reconstruct to Interstate System Highway Standards, the Bonneville-Hood River County Line Section of the Columbia River Highway, Interstate System Highway 80N, which requires the separation of the eastbound and westbound traffic and necessitates the construction of an overcrossing of the main line of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, as shown on Oregon State Highway Department Drawing No. 20552 and Drawing No. 20096, titled, respectively, Plan and Elevation, and Vicinity Map and Profile, attached hereto, marked Exhibit "A" and "B" respectively, and by this reference made a part hereof. The proposed structure will not replace any existing grade crossing, so that it is

determined that no benefit therefrom will accrue to the Railroad Companies. No participation in the construction costs of the proposed structure is sought by Applicant from the Railroad Companies.

IV

That due to the topography of the land and the close proximity of Ruckel Creek and the Columbia River, an overcrossing is the only feasible type of grade separation structure which could reasonably be built at this location. That present and estimated traffic density on the highway would render construction of a grade crossing inimical to the safety of travel upon both the highway and the railroad. That construction of a crossing at grade would not be permitted under Interstate System Highway Standards. That it is in the best interest of the citizens of this State to comply with said construction standards inasmuch as pursuant to said standards the Federal Government contributes approximately 92% of the project cost and the State contributes approximately 8% of said project cost.

V

That upon completion, the estimated annual average daily traffic on the proposed structure will be 3500 vehicles with an anticipated increase to 8400 vehicles in 1985. That the traffic on the railroad averages 18 train movements per day, of which 6 are passenger trains and 12 are freight trains.

VI

That the proposed structure will carry westbound traffic and will be constructed northerly of and parallel to the existing Columbia River Highway, which will become the eastbound lanes of said highway which will be divided at this point by the railroad right of way. The proposed prestressed concrete beam and welded steel girder structure will have a 30 foot roadway between curbs, an outside width of 36 feet, and an overall length of 920 feet, center to center of end bents and

extending from Highway Engineer's Centerline Station 1791+24 to Station 1800+44; said structure is on an ascending grade to the East of 1.5577% and intersects the railroad centerline at Highway Engineer's Centerline Station LW^2 1796+54.75 P.O.S. equals Railroad Station 2203+95.8 P.O.T., with an angle of intersection of 14°6'45" in the Northeast Quadrant, tangent to spiral. Provision is made for construction of a future westbound track parallel to and 15 feet northerly of the existing track, and for a proposed off-track maintenance road which crosses under the proposed structure at approximate Highway Engineer's Centerline Station 1797+10. Retaining walls to protect the railroad track are provided at each end of the structure; all as shown on said Exhibits "A" and "B".

VII

That Applicant proposes that the construction and maintenance of the project be handled, and the cost thereof be borne as follows:

THINGS TO BE DONE BY STATE:

(a) Prepare plans and specifications and award a contract or contracts for the construction of the proposed overcrossing structure, including highway approaches, and supervise the construction thereof.

(b) Utilizing State and Federal highway funds only, finance the construction of said project, including reimbursement to Railroad Companies for necessary expenditures incurred by them in connection therewith; said reimbursement shall be made pursuant to the accounting practices contained in Policy and Procedure Memorandum No. 30-3, issued by the Federal Bureau of Public Roads, under date of August 15, 1955, and amendments and supplements thereto.

JNH:ja
5-5-65

(c) After completion of the construction of said project, maintain the overcrossing structure with its fills and approaches and other highway appurtenances.

THINGS TO BE DONE BY RAILROAD COMPANIES:

(a) Subject to reimbursement by Applicant under Federal regulations:

1. Furnish such engineering, inspection, watchman and flagman services as may be necessary to protect railroad operations during the period of the construction of the project.

2. Remove its existing signal fence, signal and communication lines, protect the same during the construction period, and replace in a permanent location upon completion of the construction.

(b) At its own cost and expense, maintain the railroad tracks with their appurtenances and facilities.

VIII

That during construction there will be no impairment of horizontal clearances as set forth in Public Utility Commissioner's Rule 44-055, but that it will be necessary to temporarily impair vertical clearance to 22 feet at Bent No. 7, Highway Engineer's Centerline Station 1797+39, which impairment shall be removed upon completion of the structure.

IX

That the proposed project is located in the Northeast Quarter of the Northeast Quarter (NE¼NE¼) of Section 22, Township 2 North, Range 7 East, Willamette Meridian, Multnomah County, Oregon.

JNH:ja
5-5-65

WHEREFORE, Applicant prays for an order authorizing said construction and allocation of costs in accordance herewith and for such other order or orders as may be just and proper in the premises.

Dated at Salem, Oregon, this 5th day of May, 1965.

STATE OF OREGON, by and through
its State Highway Commission
G. E. ROHDE
Assistant Attorney General and Chief
Counsel for the State Highway Commission

By_____
J. N. HERSHBERGER
Utilities & Railroad Attorney

STATE OF OREGON)
) ss
County of Marion)

I, A. A. Rear, being first duly sworn, say that I am Assistant Bridge Engineer for the Oregon State Highway Commission and that the foregoing Application is true as I verily believe.

A. A. REAR

Subscribed and sworn to before me this 5th day of May, 1965.

J. N. HERSHBERGER
Notary Public for Oregon
My commission expires: February 20, 1966

I certify that the above is a true and correct copy of the foregoing Application and the whole thereof.

J. N. HERSHBERGER
Utilities & Railroad Attorney

RECEIVED
MAY 12 1965
FOR FILING

COMMISSIONERS
GLENN O. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 7, 1965

NOTED
R. L. P[illegible]

Mr. Jonel C. Hill
Public Utility Commissioner
200 Public Service Building
Salem, Oregon 97310

Re: Pux 567 - Eagle Creek Overcrossing
Union Pacific Railroad (OWRR & N. Co.)
Multnomah County

Dear Sir:

Herewith I hand you original and 4 copies of Application of the State Highway Commission in the above-titled matter.

Two of the copies are for service upon Union Pacific Railroad Company, one copy for service upon Multnomah County, and two copies are for use by your office.

Very truly yours,

G. E. ROHDE
Chief Counsel

By
J. N. HERSHBERGER
Utilities & Railroad Attorney

JNH:ja
Encls.

cc: R. L. Porter
Fred Klaboe
Ivan Merchant
F. D. Morgan
L. W. Rulien
Ted Litchfield

RECEIVED
MAY 10 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 12 1965
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

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STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

May 7, 1965

NOTED
R. L. P[illegible]

Mr. Jonel C. Hill
Public Utility Commissioner
200 Public Service Building
Salem, Oregon 97310

Re: Pux 567 - Eagle Creek Overcrossing
Union Pacific Railroad (OWRR & N. Co.)
Multnomah County

Dear Sir:

Herewith I hand you original and 4 copies of Application of the State Highway Commission in the above-titled matter.

Two of the copies are for service upon Union Pacific Railroad Company, one copy for service upon Multnomah County, and two copies are for use by your office.

Very truly yours,

G. E. ROHDE
Chief Counsel

By
J. N. HERSHBERGER
Utilities & Railroad Attorney

JNH:ja
Encls.

cc: R. L. Porter
Fred Klaboe
Ivan Merchant
F. D. Morgan
L. W. Rulien
Ted Litchfield

RECEIVED
MAY 10 1965
OFFICE OF
STATE HIGHWAY ENGINEER

JNH:ja
5-5-65

PUX 567

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the Matter of the Application of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct an Overcrossing over the main line tracks of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, known as the EAGLE CREEK OVERCROSSING project, located near Mile Point 40 in the Southwest Quarter (SW¼) of Section 22, Township 2 North, Range 7 East, Willamette Meridian, Multnomah County, Oregon.

APPLICATION

No._____

The Applicant herein respectfully represents:

I

That the name and address of your Applicant are State of Oregon, by and through its State Highway Commission, State Highway Building, Salem, Oregon 97310.

II

That this Application is made under the authority of ORS 366.205 and ORS 763.040.

III

That for the proper service and convenience of the public, Applicant proposes to reconstruct to Interstate System Highway Standards, the Bonneville-Hood River County Line Section of the Columbia River Highway, Interstate System Highway 80N, which requires the separation of the eastbound and westbound traffic and necessitates the construction of a viaduct and overcrossing of the main line of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, as shown on Oregon State Highway Department Drawings No. 10-D-1 and 20559, titled, respectively, Eagle Creek Viaduct, and P.U.C. Vicinity Map, attached hereto, marked Exhibit "A" and "B" respectively, and by this reference made a part hereof. The proposed structure will not replace any existing grade crossing, so that it is

JNH:ja
5-5-65

determined that no benefit therefrom will accrue to the Railroad Companies. No participation in the construction costs of the proposed structure is sought by Applicant from the Railroad Companies.

IV

That due to the topography of the land and the close proximity of Eagle Creek and the Columbia River, an overcrossing is the only feasible type of grade separation structure which could reasonably be built at this location. That present and estimated traffic density on the highway would render construction of a grade crossing inimical to the safety of travel upon both the highway and the railroad. That construction of a crossing at grade would not be permitted under Interstate System Highway Standards. That it is in the best interest of the citizens of this State to comply with said construction standards inasmuch as pursuant to said standards the Federal Government contributes approximately 92% of the project cost and the State contributes approximately 8% of said project cost.

V

That upon completion, the estimated annual average daily traffic on the proposed structure will be 3500 vehicles with an anticipated increase to 8400 vehicles in 1985. That the traffic on the railroad averages 18 train movements per day, of which 6 are passenger trains and 12 are freight trains.

VI

That the proposed structure will carry westbound traffic and will be constructed northerly of and generally parallel to the existing Columbia River Highway, which will become the eastbound lanes of said highway which will be divided at this point by the railroad right of way. The proposed reinforced concrete slab and steel girder structure will have a 30 foot roadway between curbs, an outside width of 36

JNH:ja
5-5-65

feet and an overall length of 2737 feet, 0 inches, center to center of end bents, extending from Highway Engineer's Centerline Station 1748+80 to 1776+17. The railroad will be overpassed in the spans between Bents 8 and 10 and will pass through the supporting columns of Bent No. 9. The centerline of the proposed structure intersects the centerline of the existing track at Highway Engineer's Centerline Station LW3 1754+31.33 P.O.T. equals Railroad Engineer's Station 2161+50 P.O.S., with an angle of intersection of approximately 12°40' in the Northeast Quadrant, tangent to tangent. There is a 1500 foot vertical curve with a point of intersection at Station 1750+00. Said vertical curve has an ascending grade to the east of 0.5842% and an ascending grade to the west of 2.6061%. The westerly 870 feet of the structure is on this vertical curve and the balance of the structure is on the ascending tangent grade of 2.6061%. Provision is made for an off-track maintenance road on the northerly side of the existing track. Provisions is also made for rearrangement of the existing track to a two-track main line with tracks at 15 foot centers, 7½ feet northerly and southerly from the existing track. Horizontal clearances provided will permit reconstruction of the railroad on the tangent now existing in the railroad tunnel produced westerly; all as shown on said Exhibits "A" and "B".

VII

That Applicant proposes that the construction and maintenance of the project be handled and the cost thereof be borne as follows:

THINGS TO BE DONE BY STATE:

(a) Prepare plans and specifications and award a contract or contracts for the construction of the proposed overcrossing structure, including highway approaches, and supervise the construction thereof.

(b) Utilizing State and Federal highway funds only, finance the construction of said project, including reimbursement

to Railroad Companies for necessary expenditures incurred by them in connection therewith; said reimbursement shall be made pursuant to the accounting practices contained in Policy and Procedure Memorandum No. 30-3, issued by the Federal Bureau of Public Roads, under date of August 15, 1955, and amendments and supplements thereto.

(c) After completion of the construction of said project, maintain the overcrossing structure with its fills and approaches and other highway appurtenances.

THINGS TO BE DONE BY RAILROAD COMPANIES:

(a) Subject to reimbursement by Applicant under Federal regulations:

1. Furnish such engineering, inspection, watchman and flagman services as may be necessary to protect railroad operations during the period of the construction of the project.

2. Remove its existing signal fence, signal and communication lines, protect the same during the construction period, and replace in a permanent location upon completion of the construction.

(b) At its own cost and expense, maintain the railroad tracks with their appurtenances and facilities.

VIII

That during construction there will be no impairment of horizontal or vertical clearances as set forth in Public Utility Commissioner's Rule 44-055.

JNH:ja
5-5-65

IX

That the proposed project is located in the Southwest Quarter (SW¼) of Section 22, Township 2 North, Range 7 East, Willamette Meridian, Multnomah County, Oregon.

WHEREFORE, Applicant prays for an order authorizing said construction and allocation of costs in accordance herewith and for such other order or orders as may be just and proper in the premises.

Dated at Salem, Oregon, this 5th day of May, 1965.

STATE OF OREGON, by and through
its State Highway Commission
G. E. ROHDE
Assistant Attorney General and Chief
Counsel for the State Highway Commission

By_____
J. N. HERSHBERGER
Utilities & Railroad Attorney

STATE OF OREGON)
) ss
County of Marion)

I, A. A. Rear, being first duly sworn, say that I am Assistant Bridge Engineer for the Oregon State Highway Commission and that the foregoing Application is true as I verily believe.

A. A. REAR

Subscribed and sworn to before me this 5th day of May, 1965.

J. N. HERSHBERGER
Notary Public for Oregon
My commission expires February 20, 1966

I certify that the above is a true and correct copy of the foregoing Application and the whole thereof.

J. N. HERSHBERGER
Utilities & Railroad Attorney

RECEIVED
MAY 3 1965

FORM 8180X—10M—7-64 SP*6230-734

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 29, 1965

SUBJECT: Ruckle Creek Overcrossing UPRR
Bridge No. 9377
Request for PUC Order

To: Mr. George Kobde
Chief Counsel
O F F I C E

Attention Mr. J. N. Hershberger
Staff Attorney

The reconstruction of the Upper Columbia River Highway to interstate standards requires the separation of the westbound traffic from the eastbound traffic because of topography considerations. In this reconstruction it will be necessary to construct an overcrossing of the existing tracks of the Union Pacific Railroad immediately west of the Multnomah County-Hood River County Line.

The proposed construction is in the NE¼ of the NE¼ of Sec. 22, T. 2 N. R 7 East, W.M. Twelve prints each of Drawing Nos. 20552 and 20096 are attached which are the plan and elevation drawings and the vicinity map, respectively.

The proposed structure will have a total length of 920' center to center of end bents and extend from Station 1791+24 to 1800+44. The LW 2 highway center line intersects the railroad at Station LW 2 1796+54.75 P.O.S. equals Railroad Station 2203+95.8 P.O.T. with an intersection angle of 14°06'45". The structure will be composed of four 85' prestressed concrete beam spans, a 135' and a 140' welded steel girder span, three 88' prestressed concrete beam spans and a 41' reinforced concrete deck girder span on the easterly end. The structure will have a 30' roadway between curbs with no provision for sidewalks and will have an out to out width of 36'. The railroad track will pass under the 135' and 140' steel spans and between the supporting columns of Bent No. 6. Provision is made for a future westbound railroad track 15' northerly from the existing track and with provision for an off-track maintenance road on the southerly side of the existing track.

Vertical and horizontal clearances in all cases are in excess of the minimum PUC standards and are shown on Drawing No. 20552. It will be necessary to impair the vertical clearance at Bent No. 7 to 22' above the top of rail during the construction period which impairment will be removed upon the completion of construction. No other impairments of vertical or horizontal clearances are contemplated. The structure will be on an ascending grade to the East of 1.5577%.

B/up
5-14-65
noted Jwa

As stated above the topography requires the overcrossing at this point. Also, as the proposed structure will be a portion of Interstate 80N,

NOTED
TOM EDWARDS

the separation of traffic between the railroad and highway is necessary for the passage of highway traffic and the operation of train traffic in this area.

This crossing eliminates no existing grade crossing and is considered to be of no benefit to the railroad. The project will be financed by State and Federal funds without participation therein by the Railroad. The Railroad will be reimbursed for its necessary expenses in connection with this project as permitted by PPM 30-3 with amendments thereto.

During the construction of this project the State will prepare plans and specifications, award a contract, and supervise construction and upon the completion of the project will maintain at its own cost the structure and all highway appurtenances.

The Railroad should, subject to reimbursement as permitted by PPM30-3 with amendments thereto:

1. Provide flagman and watchman services to protect its operation during the construction period.

2. Remove its signal fence and signal and communication lines as required, protect the same during the construction period, and replace in permanent location upon the completion of construction.

3. Maintain its trackage and railroad appurtenances at all times at its own cost and expense.

It is estimated that upon the completion of this project there will be 3500 ADT westbound which will increase to 8400 ADT in 20 years. There are an average of 18 train movements per day through this area, of which six are passenger trains and 12 are freight trains.

Will you please prepare a request for a PUC Order permitting this construction.

Ivan D. Merchant
Bridge Engineer

IDM:vm
Attachment

cc: Mr. Tom Edwards
Mr. T. W. Litchfield

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APR 29 1965
OFFICE OF
STATE HIGHWAY ENGR.

RECEIVED
MAY 3 - 1965
FOR FILING

SP 6230-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 28, 1965

To: Mr. George Rohde
Chief Counsel

SUBJECT: Eagle Creek Viaduct
Bridge No. 9382
Application for PUC Order

O F F I C E

Attention Mr. J. N. Hershberger
Staff Attorney

The reconstruction of the Upper Columbia River Highway to interstate standards at approximate M.P. 40 requires the construction of a long viaduct around Tooth Rock to carry westbound traffic.

The proposed structure to carry westbound traffic begins in the SW¼ of Sec. 22, T. 2 N. R. 7 East, W.M. with a center line of said proposed structure running northeasterly approximately through the center line of Sec. 22 and with the structure ending in the NE¼. The proposed structure will overcross the existing track of the Union Pacific Railroad immediately West of the existing railroad tunnel and the easterly end of the structure will cross and end immediately East of Eagle Creek.

The proposed structure has a total length of 2737'0" center to center of end bents, and will have a 30' roadway between curbs and an out to out width of 36' and with no provision for sidewalks. The structure beginning at the West end at Station 1748+80 will consist of five reinforced concrete slab spans and 18 steel girder spans of varying lengths and two-50' reinforced concrete deck girder spans on the easterly end and ending at Station 1776+17. The plan, elevation and clearance diagrams are shown on Drawing No. 10-D-1 of which 12 prints are attached. The railroad will be overpassed in the spans between Bent 8 and Bent 10 and will pass through the supporting columns of bent No. 9. Drawing No. 20559 is a vicinity map indicating the crossing area and 12 prints of this drawing are attached.

The center line of the proposed structure intersects the center line of existing track at Highway Station LW3 1754+21.33 P.O.T. equals Railroad Station 2161+50 P.O.S., and with an angle of intersection of approximately 12°40' tangent to tangent. There is a 1500' vertical curve with a P.I. at Station 1750+00. This V.C. has an ascending grade to the East of 0.584% and an ascending grade of 2.606% to the West. The westerly 870' of the structure is on this vertical curve and the balance of the structure is on the ascending tangent grade of 2.606%.

Vertical and horizontal clearances are indicated on Drawing No. 10-D-1 and in all cases are in excess of minimum PUC requirements. Provision is made for an off-track maintenance road on the northerly side of the existing track and provision is also made for the rearrangement of

Plan
5-14-65
mailed
Jwa

NOTED
TOM EDWARDS

the existing track to a two-track main line with tracks at 15' centers 7½' northerly and southerly from the existing track. Provision is also made to provide horizontal clearances in a track revision which would permit reconstruction of the railroad on the tangent now existing in the railroad tunnel produced westerly. There will be no impairment of clearance during the construction period.

The Upper Columbia River Highway is being converted to the interstate 80N freeway. Because of topography and the amount of train and highway traffic it would not be possible to provide a grade crossing at this site.

In the construction of this project no benefit will accrue to the railroad and the State will finance the structure with State and Federal highway funds without participation therein from the railroad and will reimburse the railroad for its necessary expenditures in connection with this project as permitted by PPM 30-3 with amendments thereto. In this project the State will prepare plans and specifications, award a contract, and supervise construction, and upon the completion of the project will maintain the structure and all highway appurtenances at its own cost.

In this project and subject to reimbursement as permitted by PPM30-3 with amendments the Railroad should:

1. Provide watchman and flagman services to protect its operation during the construction period.

2. Remove its signal fence and signal and communication lines as required and protect them during the construction period and replace in permanent position upon the completion of construction.

3. Maintain its trackage and all other railroad appurtenances at all times.at its own cost.

Upon the completion of the project it is estimated that there will be 3500 ADT on the westbound portion of the project which will increase to 8400 ADT in 1984. There are a total of 18 train movements per day over this section of track of which six are passenger trains and 12 freight trains.

Will you please prepare a request for a PUC Order permitting the above described construction.

Ivan D. Merchant
Bridge Engineer

RECEIVED
APR 29 1965
OFFICE OF
STATE HIGHWAY ENGINEER

IDM:mm
Attachment

cc: Mr. Tom Edwards
Mr. T. W. Litchfield

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APR 26 1965

FOR FILING

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RLH
(ECR Hwy (a))

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 23, 1965

SUBJECT: Eagle Creek Viaduct, Bridge No. 9382
Ruckel Creek O'Xing UPRR
Bridge No. 9377

To: Mr. F. D. Morgan
Construction Engineer
O F F I C E

Attention Mr. T. W. Litchfield
Utilities Engineer

Attached hereto please find drawings covering the layout of the Eagle Creek Viaduct structure and railroad overcrossing and the Ruckel Creek Overcrossing of UPRR on the Bonneville-Hood River County Line Section of Interstate 80N.

The drawings attached are Nos. 10-D-1, the vicinity map, plan and elevation drawings and clearance diagram of the proposed Eagle Creek Viaduct. Drawing 20559 is a site vicinity map covering the area of the railroad overcrossing on the Eagle Creek Viaduct. For information purposes in this presentation to the Railroad, 26 sheets of double-letter size sketches indicating proposed bent details are included. Five copies of Drawing 10-D-1 and 20559 are included of which four will be for presentation to the Railroad. Also enclosed are five prints each of Drawing Nos. 20096 and 20552 which are the vicinity maps and plan and elevation, respectively, for the proposed Ruckel Creek Overcrossing of UPRR. Again, four prints of these drawings are for presentation to the Railroad.

The enclosed drawings with the exception of the 26 sheets of bent layout will be used in the application for a PUC Order on these crossings. Some minor revisions to the structure layout may be made during the design change; however, the vertical and horizontal clearances over the Railroad will be maintained as indicated on these drawings, and no changes will be made which will effect the Railroad or prevent them from proceeding with the railroad agreement.

There will be no impairment of vertical or horizontal clearances on the Eagle Creek crossing of the railroad; however, it will be necessary to impair the vertical clearance at Bent No. 7 of the Ruckel Creek Overcrossing structure during the construction period but with no impairment of horizontal clearance.

Ivan D. Marchant
Bridge Engineer

IDM:mm
Attachment
cc: Mr. Thomas Edwards
Mr. Joe Harshberger-w/encs.

RECEIVED
APR 27 1965
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

FORM S-123

RECEIVED
APR 29 1965

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

I-5-2(11)38
6.1710

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

April 27, 1965

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. W. G. Johnson

Re: Railroad Agreement
Bonneville-Hood River Co. Line Section
Columbia River Highway
Multnomah County
Project No. I-80N-2(8)38
YOUR FILE: D 315 - 2 - 127

Gentlemen:

This is in reply to your letter of December 15, 1964 concerning this section in which you stated eight conditions to which the State should agree prior to the letting of a contract for this proposed highway construction. I will reply to each numbered paragraph by the same number and order listed in your letter:

(1) With other information mentioned in this letter, I handed your Mr. Tabor four prints of a draft of our proposed specifications covering the contractor's blasting and protection to your tunnel at Tooth Rock on April 27, 1965. Our Division office in Milwaukie is now preparing more complete specifications which will be submitted to you at a later date.

(2) Our design has been developed with allowances made for your proposed future trackage through this area.

(3) The State will agree to construct retaining walls between Railroad Stations 2182+95 and 2184+45 and between Stations 2196+25 and 2199+25 when requested by the railroad to accommodate future trackage.

(4) The State will accept reservations in the proposed agreement granting the railroad the right to construct slopes and drainage facilities necessary for future trackage so long as the railroad's construction does not endanger the highway and its facilities.

(5) You have four prints of a plan, profile and cross-sections for your proposed access from the Overlook Park Road to the south side of your tracks at the east end of your bridge over Eagle Creek.

Ivan
Should be done now, as part of Interstate copy sent 4-29-65

NOTED
TOM EDWARDS

(6) You were given four prints of bridge drawings #10-D-1 and 20559 for the Eagle Creek Viaduct, on which is shown the overcrossing of your tracks westerly of your tunnel. You can see we have allowed clearance for future trackage and off-track roadway, as you requested, and there will be no impairment of vertical or horizontal clearances during construction.

(7) You were also given four prints of bridge drawings #29552 and 20096 on which is shown the Ruckel Creek Overcrossing of your tracks east of Eagle Creek. Here, too, we have provided for your future trackage and off-track roadway as you requested, but it will be necessary to impair vertical clearance at Bent #7 during construction but there will be no impairment of horizontal clearance. Provisions for your signal and communication lines are made in both structures.

(8) The State will agree to reimburse the railroad for their actual cost of relocating their facilities throughout this project in conformance with PPM 30-3 and all supplements thereto. This will include the relocation of signal and communication lines between Railroad Stations 2159+75 and 2162+70 and between Railroad Stations 2184+90 and 2213+90. We will also agree to reimburse the railroad for a 24-hour watchman during the time the railroad's rock slide fence between Railroad Stations 2190+90 and 2198+75 is out of service until such time as the need for this fence no longer exists. Upon completion of the grading of the highway in this area, we feel the need for this fence will terminate.

For your information and review you were also handed four prints of the following:

(1) Encroachment map #8B-26-10 dated March, 1965.

(2) Encroachment cross-sections #8B-32-14 dated March, 1965.

(3) Description of easements for file #37768 dated March 4, 1965.

Also handed to you were 26 sheets of Bent layout to assist you in your review. This supplements information previously submitted and should provide you with sufficient data from which to prepare an agreement for this project. Additional information will be sent to you as it becomes available.

Drawings#10-D-1, 20559, 20552 and 20096 will be used in the application for a PUC Order on these crossings, which is now being prepared. We intend to have this to the PUC within a week.

The present schedule of contract lettings indicates bids for this project are to be opened on November 2, 1965. However, it is our desire to contract this project at an earlier date if possible. We will appreciate, therefore, your prompt attention to this matter.

Very truly yours,

F. D. Morgan
Construction Engineer

ORIGINAL SIGNED BY
By T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:bjm

cc: A. W. Parsons
R. L. Porter
F. B. Klaboe
Tom Edwards
L. H. Young
I. D. Merchant
L. W. Rulien
W. J. Scofield
Jack Hesla

RECEIVED
APR 28 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Oregon State Highway Department

TENTATIVE SPECIAL PROVISIONS FOR CONTROL OF BLASTING IN VICINITY OF U.P. RAILROAD TUNNEL

Bonneville-Hood River Co. Line Section

Columbia River Highway

April, 1965

Controlled Blasting Required in Vicinity of Railroad Tunnel. The attention of the contractor is called to the presence of the Union Pacific Railroad Company's railroad tunnel which lies in close proximity to the proposed westbound highway between LW3 Stations 1755 and 1763.

In the performance of the excavating work required under the contract in the vicinity of the said railroad tunnel the contractor shall exercise the utmost care not to endanger life or property, and shall perform his work by such means and methods as will not endanger or disturb existing railroad, highway and public utility services.

Between the above highway station limits, any use of explosives shall be controlled to depth, amount and extent and with explosives of such quantity, quality and power, and in such locations, as will not affect the stability or integrity of the railroad tunnel nor crack or displace rock outside the prescribed limits of required excavations. When any explosives are to be used between said station limits the contractor shall provide a qualified explosives engineer to act as an advisor and consultant to the contractor during the drilling and blasting operations.

With particular respect to said railroad tunnel, the intensity of ground vibrations caused by blasting to the walls, ceiling and floor of said tunnel shall be controlled by the contractor in conformance to the following lettered paragraphs:

(a) The contractor shall provide and use a seismographic instrument that will measure and permanently record longitudinal, vertical and transverse vibrations.

(b) Within the tunnel, at a point nearest the origin of each blasting shot, the ground vibrations resulting from that shot shall be recorded as provided under (a) above.

(c) The velocity of ground vibrations as determined by seismic records taken as set forth under (a) and (b) above shall not exceed two (2) inches per second.

A blasting technique which should be considered for use by the contractor and which shall be used if other methods do not provide specified results is the "presplitting" technique which is designed to restrain breakage of rock to relatively neat lines, slopes and grades by producing a plane of split rock prior to any primary drilling and blasting. The presplitting technique is designed also to retain explosive forces within the prism or mass of rock which is to be excavated.

Excavating and blasting shall be done in accordance with the requirements of the State Safety Code. Debris which comes upon railroad property or existing highway roadbeds shall be removed therefrom promptly, and adequate equipment and labor for this purpose shall be at hand whenever blasting is performed. Scaling of slopes shall be periodical as each bench or lift is developed and as often as is required to keep all slopes safe. The pertinent provisions set forth in the standard specifications, and particularly in Articles 7-20, 102-3.5 and 102-3.17 shall be fully met.

5-13
~~5-4~~
(158)

FORM E-30X—50M—7.64 SP 6230-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 19, 1965

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

SUBJECT: Eagle Creek Interchange
Bonneville-Hood River
County Line
Columbia River Highway

Plans submitted by the Forest Service have been reviewed by the Urban Design Section, found satisfactory, placed on our plans, and submitted to the Bureau with estimates. Certain costs were questioned by the BPR and we are now in the process of clearing up this matter by further negotiation with the Bureau.

It is very important this be settled as promptly as possible and that this section of I-SON be under contract this summer.

Please note the Forest Service letter of March 19 has not been acknowledged by this office.

ORIGINAL SIGNED
LLOYD P. SHAW

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

Attachment (file)

cc Forrest Cooper
R. L. Porter
Victor D. Wolfe

NOTED
VICTOR D. WOLFE

RECEIVED
APR 19 1965
FOR FILING
I-80N-2(24) EX
6476

Salem, Oregon
April 12, 1965

Protection of RR Tunnel at Tooth Rock, Bonneville-Hood River Co. Line Section

T. W. Litchfield
Utilities Liaison Engineer

OFFICE

As promised last week, I have prepared the attached special provisions (4 copies) re. protection of railroad tunnel at Tooth Rock, which may be endangered by our excavating and viaduct construction for the proposed westbound lanes of Interstate 80-N, Bonneville-Hood River Co. Line Section in Multnomah County.

The seismic data in these provisions is in line with Kenney's letter of 3/31/65 based on our geologist Don Crano's recommendations after consulting with Herculon Power Co. experts and others.

I understand you intend to send these provisions to Union Pacific Railroad for review and I will not incorporate any changes in our job specifications until further advised.

L. H. Young
Office Engineer

By

Virgil O. O'Neil
Specifications Engineer

VOOmw

cc: L. H. Young

RECEIVED
APR 5 - 1965
FOR FILING

ADMIN. 8-68X — 5000 — 7-64 SP 6230-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
March 24, 1965

To: Mr. Ted Litchfield
Utilities Liaison Engineer
Salem

SUBJECT: Bonneville-Hood River Co. Line Sec.
Columbia River Highway
Prefix: 626-1499

Some time ago, on January 18 to be exact, we met with Mr. Glen Tabor and Frank Dennis of the Union Pacific Railroad; Mr. George Levy, Hercules Powder Company representative; and a Mr. John Sundwall, blasting contractor, to go over the proposed blasting which will be necessary for the construction of the viaduct carrying westbound traffic around Toothrock on the subject section. At that time we examined the cross sections for the proposed viaduct and the fall-out area and rock excavation necessary for the construction of the viaduct both in the office and in the field.

Naturally the railroad company people are very concerned about the danger to the tunnel from a contractor's blasting operations in this area.

Mr. Levy, formerly with the Pacific Powder Company and presently with the Hercules Powder Company, is widely recognized, I believe, as a very competent consultant on use of explosives and blasting control. Both Mr. Levy and Mr. Sundwall, a blasting contractor who was highly recommended by Mr. Levy, recommended that pre-splitting be used in the blasting as one method of reducing the transmittal of shock waves through the rock mass. They also recommended a control of blast vibration by the use of seismic instruments and a specification limiting the intensity of the shock wave. Mr. Levy and Mr. Sundwall were at the time recommending a limiting specification using acceleration of the blast vibration. I have subsequently discussed this in some detail with our Division Geologist, Dan Gano, who has recommended that the specification be written limiting the velocity of the ground vibrations to a maximum of two inches per second as determined from seismic records. Mr. Gano reports that the measurement of ground vibrations by velocity is much more accurate and more easily determined than the limitation by acceleration. A suggested specification for blast vibration control prepared by Mr. Gano would read as follows:

NOTED
F. B. KLABOE

Blast Vibration Control:

The contractor shall be responsible for the intensity of ground vibrations caused by blasting in the vicinity of existing railroad tunnel right of Station LW3 1755/75 to LW3 1762/20. The blast vibration control will apply specifically to work done in the areas between Station LW3 1756/00 (1759/25) to LW3 1759/50 (1758/75) and Station LW3 1759/50 (1760/25) to LW3 1761/75 (1761/00). Ground vibrations caused by blasting will be controlled as follows:

a. The contractor shall record from within the existing railroad tunnel at a point nearest each shot the vibrations resulting from the blast.

b. The contractor shall use a seismographic instrument that will measure on a permanent record the resulting longitudinal, vertical and transverse vibrations.

c. The ground vibrations as determined from seismic records shall not exceed a maximum velocity of two inches per second. The contractor shall regulate the explosive charges so that the maximum velocity of ground vibrations do not exceed two inches per second as determined from seismic records taken from within the railroad tunnel at locations as described above.

In this regard I would also recommend that our Soils & Geology Section conduct seismic tests in the existing railroad tunnel to determine intensity of ground vibrations at several locations along the tunnel walls resulting from the passage of railroad trains through the tunnel.

I discussed this and the tentative specification with Mr. Glen Tabor yesterday, and although neither of us claims to be any expert on blasting or seismic work we feel that these steps will provide a positive control of the contractor in the necessary blasting work.

I have no specification to follow on the pre-splitting technique which I mentioned above, but there have been several articles in construction magazines over the last several months, and there is a report in "Highway Research Record No. 57" on pre-split blasting at the Bull Run steam plant in Clinton, Tennessee. The pre-split blasting in this case was intended primarily to control the overbreak and to retain sound rock walls with nearly smooth surfaces in the final excavation. The pre-splitting produces a crack in the rock material which very effectively reduces the amount of energy transmitted to the balance of the rock mass. Besides limiting the shock to the railroad tunnel it is believed that this technique would also very effectively reduce any shattering of the rock wall or cut slope. This should be taken into consideration due to

the possibility of rock fall and possible damage to the structure from material from the rock slope. Although I do not believe that we have a specification for pre-splitting, we have been advised that the U.S. Army Corps of Engineers has used this technique on projects in California and could possibly furnish us with a sample specification to be used as a guide. In discussing these specifications with Mr. Taber he indicated that since he was not an expert in these matters he could not speak for the railroad but felt that we were on the right track and that our recommendations would be naturally forwarded to their main office for their review and approval. I believe that a specification limiting the blast intensity as outlined by Gano and also specifying the use of the pre-splitting technique as recommended by Mr. Levy and Mr. Sundwall would be acceptable to the railroad company and recommend that they be included.

A. E. Johnson
Division Engineer

by

C. T. Keaney
Assistant Division Engineer

CTK/lh

cc: Lloyd P. Shaw
F. D. Morgan
L. H. Young
Dan Gano

RECEIVED
MAR 25 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 28 1965
FOR FILING

Salem, Oregon
January 22, 1965

Mr. P. M. Stephenson
Assistant State Highway Engineer
BUILDING

Bonneville-Hood River County Line
Columbia River Highway
Multnomah County
Overlook Park Area

We have now established the required right of way limits through the Overlook Park area on the subject project.

The enclosed maps are for your transmittal to the park officials. These maps show an access road to be constructed into the park. At one time the parks officials stated that a parking area might suffice for an access road. This could be accomplished in the area at the lower end of this access road.

F. D. Morgan
Construction Engineer

By Donald L. Trout
Donald L. Trout
Rural Engineer

DLT:fp
Enc.
cc: L.P. Shaw
Map on file in Rural Design

NOTED
LLOYD P. SHAW

RECEIVED
DEC 21 1964
FOR FILING

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

I-80N-2(14)2x
W. G. JOHNSON
SUPERINTENDENT
OREGON DIVISION
6776

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

DECEMBER 15, 1964

File Ref. D 315 - 2 - 127

CONSTRUCTION DIVISION
RECEIVED
DEC 17 1964
NOTED: ☐ ☐ ☐ ☐ ☐
CO ACE RCS COE

Mr. F. D. Morgan,
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

Atten: Mr. T. W. Litchfield,
Utilities Liaison Engineer

Dear Sir:

Kindly refer to our letter of August 20 concerning the State's plans to reconstruct the Bonneville-Hood River County Line of Columbia River Highway to Interstate standards under Project I-80N-2(8)38.

Wish to advise that the Railroads are willing to handle the project in line with our letter of August 20 and as we indicated on the set of State's cross-sections and Railroad print dated July 30, 1964 transmitted with our letter. In line with the foregoing it will be necessary that the following conditions be met:

1. The State will prepare and submit for Railroad approval, Specifications covering its Contractor's work in making the highway rock cuts in vicinity of the Railroads' Tunnel No. 1¼.

2. The State will provide for future railroad trackage as indicated in blue on the Railroad print.

3. When asked by the Railroads, the State will agree to build highway retaining walls as required to accommodate the future trackage. These future walls are illustrated in the typical section and in yellow color on the print.

4. The State will accept reservations in the proposed Railroad-Highway agreement granting the Railroads the right to construct slopes and drainage facilities necessary for the future trackage in the easement areas granted the State for highway purposes, illustrated by yellow and green tints on the Railroad print.

5. Railroad access will be provided by the State at the east end of Railroad Bridge 39.90 as illustrated by pink color on the Railroad print.

6. The highway overcrossing structure to be built at the west end of the Railroads' Tunnel No. 1¼ is to be constructed so it will provide clearances for the Railroads' present facilities and for future trackage and offtrack equipment roadway to conform with the Federal Government's plans for relocating the railroad in connection with enlarging the Bonneville Dam navigation locks.

7. The State will construct its highway overcrossing structure proposed east of Eagle Creek to accommodate a future track and offtrack equipment roadway along with the present main track and signal-communication pole line. Also, a 25' minimum horizontal clearance will be provided by the State's retaining wall illustrated by pink color on the Railroad print as shown in typical section on the print.

8. All Railroad work required in connection with the project will be paid for by the State and this will include relocation of the Railroads' signal-communication pole line and related facilities to the south side of our track as indicated in orange color and in typical section on the Railroad print. Also, in vicinity of Railroad Mile Post 40.25 it will be necessary to remove the railroad electric rock-slide fence to facilitate highway construction; and while the fence is removed it will be necessary to provide 24-hour-a-day Railroad watchman service. All of this, of course, will be at expense of the State.

If the State is willing to sign an agreement incorporating the above provisions and handle its construction along these lines, will you please advise. Also, will you kindly furnish pier layout for the easterly overcrossing structure for Railroad approval and use in preparing exhibit prints. Following this, we will arrange for preparation of the agreement.

Yours very truly,

W. D. Johnson

COPIES TO:
AW PARSONS - W/COPY OF 8-20-64 LETTER
RL PORTER "
LP SHAW "
PM STEPHENSON "
LH YOUNG "
ED MERCHANT "
FD MORGAN "
ALE JOHNSON "
WJ SCOFIELD "
JACK NEBLA "

12-17-64
E

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

W. G. JOHNSON
G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

August 20, 1964

File Ref. D 315 - 2 - 127

Mr. F. D. Morgan,
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

Atten: Mr. T. W. Litchfield,
Utilities Liaison Engineer

Dear Sir:

Reference is made to your letter of May 21 and recent discussions between our respective offices relative to the State's proposed reconstruction of the Bonneville - Hood River County Line of Columbia River Highway, under FAP No. I-80N-2 (8)38.

As requested, we are furnishing, under separate cover, one set of the State's cross-sections on which we have indicated this office's recommendations concerning needs for future trackage, offtrack equipment roadway and signal and communication facilities. These needs are further indicated on Railroad's Division print dated July 30, 1964 enclosed with the cross-sections.

It is to be understood that the Railroad's requirements as indicated on the aforementioned prints are the recommendations of this office only and do not have the approval and concurrence of the Railroad's Management. However, it appears to us that the State could meet the Railroad's requirements without substantial change in its proposed highway and, therefore, we are forwarding similar prints to the Management for their review.

In line with our discussions, will you kindly supply us with advance copies of the State's specifications governing

Copy of this letter, 6 rolls of X-sections, + RR map given to P. Trout
8-24-64
L

CONSTRUCTION DIVISION
R/W
AUG 21 1964
NOTED-

rock work in vicinity of the Railroad's tunnel. Will also appreciate receiving any comments or information concerning changes the State may make in its highway design as a result of our recommendations.

Yours very truly,

W. D. Johnson

enc./sep. cover

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FOR FILING

I-80N-2(34) 38
16976
W. G. JOHNSON
J. H. BAKER
SUPERINTENDENT
OREGON DIVISION

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

SEPTEMBER 14, 1964

File Ref. D 315 - 2 - 127

Mr. F. D. Morgan,
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

CONSTRUCTION DIVISION
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SEP 1 5 1964
NOTED CE ACE ASE COE

Atten: Mr. T. W. Litchfield,
Utilities Liaison Engineer

Dear Sir:

Reference is made to your letter of September 8 relative to reconstruction of the Bonneville - Hood River County Line Section of the Columbia River Highway, Project No. I-80N-2(8)38, and in particular to suggestions regarding preparation of Specifications for the rock work in vicinity of our tunnel.

While your suggestions have merit, we feel that since this is a State highway project it would be appropriate for the State's Highway Department to develop the Specifications. We, of course, are very much concerned with the manner the State plans to control the rock work and, therefore, when the Specifications have been drafted it would be appreciated if advance copies were submitted for our review.

Yours very truly,

W. D. Johnson

COPIES TO:
R L PORTER
L P SHAW
L H YOUNG
I D MERCHANT
A E JOHNSON
W. SCOFIELD
JACK HEBLA
F.D. MORGAN

NOTED
R L PORTER
RECEIVED
SEP 16 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 8 1964
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-80N-2.(34) 25
6976

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 7, 1964

NOTED
R. L. PORTER

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. W. G. Johnson

Re: Bonneville-Hood River County Line
(Tooth Rock Tunnel)
Columbia River Highway
Multnomah County
Project No. I-80N-2(8)38

Gentlemen:

This is in response to my telephone conversation with your Mr. GlennTabor of July 3, 1964, in which he asked questions regarding this section and also requested one additional print of the detail map as revised in April, 1964. Enclosed you will find one print of the map he requested.

The answer to Mr. Tabor's questions are as follows:

(1) The westbound alignment as submitted to you with our letter of May 21, 1964, and as shown on the enclosed map was moved approximately 20' closer to the railroad because the footings near Stations 1758 and 1759+75 as previously located would have fallen in water about 20' deep at the toe of the cliff. The new alignment will allow the Bent near Station 1758 to be benched into the face of the cliff and the one near Station 1759+75 to be built above the water, thus being much less expensive construction. On this new alignment all pier construction will be on dry land.

(2) If you will contact Mr. Buell Wilcox of the U.S. Army Corps of Engineers in the Pittock Block in Portland, he should have the information you desire regarding the future development of Bonneville Dam.

(3) At this time there is no layout of piers and footings available for the easterly overcrossing of your tracks near westbound Station 1797. This information will be given to you as soon as it becomes available.

Very truly yours,

F. D. Morgan
Construction Engineer

ORIGINAL SIGNED BY
By T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:bjm

cc: R. L. Porter
L. P. Shaw
L. H. Young
I. D. Merchant
A. E. Johnson
Willard Scofield
Jack Hesla

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JUL 7 · 1964
FOR FILING
I 84-3(24)
1976

Salem, Oregon
July 6, 1964

Mr. Forrest Cooper
State Highway Engineer

Bonneville-Hood River
County Line
Interstate 80 North

Present status of subject project is as follows:

A field survey was completed based on a projection which was intended to keep footing excavation on dry land. The field location placed some footings in the river, and a new line was projected.

At present a small amount of work remains to be done in the field from the new line.

Union Pacific Railroad has our survey and design data and is having them placed on railroad maps to show encroachments (if any) or other conflict with railroad properties.

Two railroad grade separations are on the project and will require an agreement.

Right-of-way work is not yet underway.

This project should be ready for contract in approximately 12 months.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

RECEIVED
MAR 17 1964
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
Medford
KENNETH H. FRIDLEY, MEMBER
Wasco
DAVID B. SIMPSON, MEMBER
Portland
FOR FILING

I-80N-2(34) 3 8

64'16

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 13, 1964

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. W. G. Johnson

Re: Preliminary Engineering
Bonneville-Hood River Section
Columbia River Highway
Project No. I-80N-2(8)38

Gentlemen:

You are authorized as of January 27, 1964 to proceed with preliminary engineering on this project.

No physical construction should be done until your plans are approved by the State and Bureau of Public Roads and you are authorized to proceed with the work.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED by G. L. DECKER

(for) T. W. Litchfield
Utilities Liaison Engineer

PGP:bjm

cc: L. P. Shaw
I. D. Merchant
L. H. Young
C. H. Maison
A. E. Johnson
Jack Hesla

RECEIVED
MAR 16 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 17 1964
FOR FILING

I-80N 2(34) 38
776

Salem, Oregon
January 16, 1964

Mr. R. L. Porter
Deputy State Highway Engineer
O f f i c e

Bonneville-Hood River
County Line
Interstate 80N

The 1" = 100' map, with contours, showing proposed alignment is complete except for railroad right-of-way line and provision for access to the railroad near the fish hatchery.

Cross sections are platted and have roadbed templates shown except for about 2,000 feet at the west end of the project. This section lacks roadbed templates--ground is platted.

Material sufficient to begin railroad negotiation will be in Mr. Litchfield's hands the first part of next week. Vicinity maps for P. U. C. use will be completed at a later date but will not be necessary in the early stages of contact with the railroad.

Plans for Fish, Game, and Forestry people have not been prepared but should be available about January 24.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:a:jw

Salem, Oregon
January 15, 1964

Mr. Lloyd P. Shaw
Assistant State Highway Engineer

O F F I C E

Will you please look into the matter of our preliminary design from Bonneville to the county line on Interstate Route 80-N and let us know when the first data can be submitted to the Union Pacific Railroad Company.

This, as you know, is an extremely urgent matter and should receive everyone's immediate attention.

R. L. Porter
Deputy State Highway Engineer

RLP:ms

Filmed out of sequence It should have been the last page filmed in Folder #2

Oregon State Highway Department

Federal-Aid
Project No. I-80N-2(34)38

BONNEVILLE-HOOD RIVER CO. LINE SECTION

OF THE COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

P.S. & E. Estimate.

Salem, Oregon, January 5, 1967

Type Code 6201
Roadway (Sta. L^{W} 1737+00 to Sta. 1812+75.07)

Clearing and Grubbing	All Required		$ 50,000.00
Ditch Excavation, Unclassified	56 cu.yd.	$ 5.00	280.00
General Excavation, Unclassified	353,000 cu.yd.	0.75	264,750.00
Slope Bench Excavation, Unclass.	16,800 cu.yd.	10.00	168,000.00
Embankment Foundation Excavation, Unclassified	4,200 cu.yd.	1.00	4,200.00
Tunnel Excavation, Unclassified	7,800 cu.yd.	15.00	117,000.00
Finishing Roadbed and Slopes	All Required		3,000.00
Rounding Cutbanks	1,000 lin.ft.	0.25	250.00
Trench Excavation	1,240 cu.yd.	7.00	8,680.00
Special Backfill in Drains	140 cu.yd.	8.00	1,120.00
Watering	1,030 M-gal.	3.50	3,605.00
3/4" - 0 Material in Base	4,000 ton	2.25	9,000.00
Plant-Mix Stone Base	36,500 ton	2.25	82,125.00
Bituminous Base Mixture	5,000 ton	4.00	20,000.00
Asphalt in Bituminous Base	230 ton	30.00	6,900.00
3/4" - 0 Material in Prime Coat	200 cu.yd.	6.00	1,200.00
RC-250 Asphalt in Prime Coat	30 ton	45.00	1,350.00
Class "F" Asphalt Concrete Mixture	11,200 ton	4.35	48,720.00
Asphalt Cement in Mixture	620 ton	30.00	18,600.00
8-inch Reinforced Concrete Pavement	3,000 sq.yd.	6.50	19,500.00
12-inch Reinforced Concrete Bridge End Panels	480 sq.yd.	15.00	7,200.00
Special Steel Reinforcement	30,000 lb.	0.15	4,500.00
Loose Riprap	2,500 cu.yd.	3.50	8,750.00
12-inch Culvert Pipe	680 lin.ft.	3.75	2,550.00
18-inch Culvert Pipe	1,700 lin.ft.	5.00	8,500.00
24-inch Culvert Pipe	280 lin.ft.	8.00	2,240.00
36-inch Culvert Pipe	34 lin.ft.	14.50	493.00
6-inch Drain Pipe	170 lin.ft.	2.00	340.00
10-inch Drain Pipe	1,860 lin.ft.	3.00	5,580.00
18-inch Culvert End Sections	4 only	40.00	160.00
Concrete Manholes	3 only	375.00	1,125.00
Concrete Inlets, Type G	2 only	100.00	200.00
Concrete Inlets, Type G-1	19 only	100.00	1,900.00
Concrete Inlets, Type G-2M	8 only	150.00	1,200.00
Concrete Inlets, Type D	1 only	150.00	150.00
Adjusting Manholes	2 only	100.00	200.00
Reconstructing Concrete Manholes	1 only	200.00	200.00
Concrete Curbs	144 cu.yd.	45.00	6,480.00
Concrete Walks	520 sq.yd.	4.50	2,340.00

I-80N-2(34) Bonneville-H. R. Co. Line 1967
38 Sec., Col. R. Hwy. (Grad., pav.,
#6976 struct's. & sign.) Folder #2

I-205-7(1)	Willamette R. (West Linn)	1967
290	Br. Sec., E. Ptld. Frwy.	
#6977	(Driving test piling)	

STATE COPY

Monthly transaction number 7-42	FORM PR-2A (10-68) U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	State Oregon
Project report number 34	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 7-21-70	County Clackamas & Washington
Modification number		Project number I-205-7(1)290

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on November 5, 19 65, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,579,000	$ 1,679,000
Federal funds	$ 1,456,600	$ 1,549,900
Other revisions		

This modification is made for the following reasons:

Estimated increase in cost of preliminary engineering.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 21st day of July, 19 70.

Oregon State Highway Division
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By _____
For **R. E. Simpson** (Division Engineer)

Oregon State Highway Division

Federal-Aid
Project No. I-205-7(1)290

LAKE ROAD-PACIFIC HIGHWAY SECTION OF INTERSTATE

ROUTE I-205 IN CLACKAMAS & WASHINGTON COUNTIES

Salem, Oregon, July 20, 1970

Type Code P.E.
Preliminary Engineering (Lake Road-Jct. Pacific Hwy.)

Preliminary Engineering (State Forces)	All Required	$1,196,862.87
Consultant Engineering		
Moffett, Nichol & Bonney (Design Willamette R. Br.)	All Required	379,996.13
Cornell, Howland, Hayes & Merryfield (City of West Linn)	All Required	38,125.00
Stevens, Thompson & Runyan (City of Oregon City)	All Required	2,500.00
	Total	$1,617,484.00

Type Code P.E.
Preliminary Engineering (Sta. 709+00 to Sta. 722+60)
Willamette River (West Linn Bridge) Test Piles (Contract No. 6977)

Furnish 14 BP 117 Steel Piling	1,200 lin.ft.	11.85	$ 14,220.00
Cut Off Piling & Dispose of Cutoffs	6 only	190.00	1,140.00
Land Driving Equipment, Move In and Out	All Required		11,500.00
Water Driving Equipment, Move In and Out	All Required		10,500.00
Operate Land Driving Equipment	29.5 hours	220.00	6,490.00
Operate Water Driving Equipment	52.5 hours	170.00	8,925.00
Extra for Overtime	1 hour	60.00	60.00
Water Driving Equipment on Site Moves	3 only	425.00	1,275.00
Land Driving Equipment on Site Moves	1 only	1,750.00	1,750.00
			$ 55,860.00
EWO 1 Flagging (57 1/2% of Contractor's Cost)	All Required		63.70
			$ 55,923.70
	10% Engr. & Cont.		5,592.30
	Total		$ 61,516.00

Length of Project - - - - - - - - - - - 12.7 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$1,617,484.00	$1,493,200.00	$124,284.00
Contract 6977 (Test Piles)	61,516.00	56,700.00	4,816.00
	$1,679,000.00	$1,549,900.00	$129,100.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefixes: 603-1004
603-1909

STATE COPY

Monthly transaction number: 10-26	FORM PR-2A (REV. 10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State: Oregon
Project report number: 32	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	County: Clackamas & Washington
Modification number: 8		Project number: I-205-7(1)290

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on November 5, 19 65, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,389,216	$ 1,579,000
Federal funds	$ 1,282,400.00	$ 1,456,600.00
Other revisions		

This modification is made for the following reasons:

Based on revised project agreement estimate to include increase in cost of preliminary engineering.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 16th day of October, 19 69.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By _____
(Division Engineer)

For: R. E. Simpson

US COMM-DC 26364-P65

Oregon State Highway Department

Federal-Aid
Project No. I-205-7(1)290

LAKE ROAD-PACIFIC HIGHWAY SECTION OF INTERSTATE

ROUTE I-205 IN CLACKAMAS & WASHINGTON COUNTIES

Revised project agreement estimate to include increase in cost of preliminary engineering.

Salem, Oregon, October 6, 1969

Type Code P.E.
Preliminary Engineering (Lake Road-Jct. Pacific Hwy.)

Preliminary Engineering (State Forces)	All Required	$1,096,862.87
Consultant Engineering		
Moffett, Nichol & Bonney (Design Willamette R. Br.)	All Required	379,996.13
Cornell, Howland, Hayes & Merryfield (City of West Linn)	All Required	38,125.00
Stevens, Thompson & Runynn (City of Oregon City)	All Required	2,500.00
	Subtotal	$1,517,484.00

Type Code P.E.
Preliminary Engineering (Sta. 708+00 to Sta. 722+60)
Willamette River (West Linn Bridge) Test Piles (Contract No. 6977)

Furnish 14 BP 117 Steel Piling	1,200	lin.ft.	$ 11.85	$ 14,220.00
Cut Off Piling and Dispose of Cutoffs	6	only	190.00	1,140.00
Land Driving Equipment, Move In and Out	All	Required		11,500.00
Water Driving Equipment, Move In and Out	All	Required		10,500.00
Operate Land Driving Equipment	29.5	hour	220.00	6,490.00
Operate Water Driving Equipment	52.5	hour	170.00	8,925.00
Extra for Overtime	1	hour	60.00	60.00
Water Driving Equipment on Site Moves	3	only	425.00	1,275.00
Land Driving Equipment on Site Moves	1	only	1,750.00	1,750.00
				$ 55,860.00
EWO 1 Flagging (57½% of Contractor's Cost)	All	Required		63.70
				$ 55,923.70
		10% Engr. & Cont.		5,592.30
		Subtotal		$ 61,516.00

Oregon State Highway Department

Federal-Aid
Project No. I-205-7(1)290

Length of Project - - - - - - - - - - - - - 12.7 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$1,517,484.00	$1,399,900.00	$117,584.00
Contract 6977 (Test Piles)	61,516.00	56,700.00	4,816.00
	$1,579,000.00	$1,456,600.00	$122,400.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefixes: 603-1094
603-1909

Monthly transaction number 4-77	FORM PR-2A (REV. 10-68) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project report number 30	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Clackamas & Washington
Modification number 7	(PPM 21-7) 4-3-69	Project number I-205-7(1)290

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on November 5, 1965, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,319,216	$ 1,389,216
Federal funds	$ 1,217,900.00	$ 1,282,400.00
Other revisions		

This modification is made for the following reasons:

Estimate revised to include an increase in estimated cost of preliminary engineering.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 3 day of April, 1969.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J B Klabee

Asst. State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By L L Green
(Division Engineer)
For R. E. Simpson

US COMM-DC 26364-P65

Oregon State Highway Department

Federal-Aid
Project No. I-205-7(1)290

LAKE ROAD-PACIFIC HIGHWAY SECTION OF INTERSTATE

ROUTE I-205 IN CLACKAMAS & WASHINGTON COUNTIES

Salem, Oregon, March 21, 1969

(Revised project agreement estimate to include increase in cost of preliminary engineering.)

Type Code P.E.
Preliminary Engineering (Lake Road-Jct. Pacific Hwy.)

Preliminary Engineering (State Forces)	All Required		$ 907,078.87
Consultant Engineering			
Moffett, Nichol & Bonney (Design Willamette R. Br.)	All Required		379,996.13
Cornell, Howland, Hayes & Merryfield (City of West Linn)	All Required		38,125.00
Stevens, Thompson & Runyan (City of Oregon City)	All Required		2,500.00
		Subtotal	$1,327,700.00

Type Code P.E.
Preliminary Engineering (Sta. 708+00 to Sta. 722+60)
Willamette River (West Linn Bridge) Test Piles (Contract No. 6977)

Furnish 14 BP 117 Steel Piling	1,200 lin.ft.	$ 11.85	$ 14,220.00
Cut Off Piling and Dispose of Cutoffs	6 only	190.00	1,140.00
Land Driving Equipment, Move In and Out	All Required		11,500.00
Water Driving Equipment, Move In and Out	All Required		10,500.00
Operate Land Driving Equipment	29.5 hour	220.00	6,490.00
Operate Water Driving Equipment	52.5 hour	170.00	8,925.00
Extra for Overtime	1 hour	60.00	60.00
Water Driving Equipment on Site Moves	3 only	425.00	1,275.00
Land Driving Equipment on Site Moves	1 only	1,750.00	1,750.00
			$ 55,860.00
EWO 1 Flagging (57'% of Contractor's Cost)	All Required		63.70
			$ 55,923.70
		10% Engr. & Cont.	5,592.30
		Subtotal	$ 61,516.00

Length of Project - - - - - - - - - - - - - - - - - 12.7 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$1,327,700.00	$1,225,700.00	$102,000.00
Contract 6977 (Test Piles)	61,516.00	56,700.00	4,816.00
	$1,389,216.00	$1,282,400.00	$106,816.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefixes: 603-1094
603-1909

Monthly transaction number 7-39	FDR R-2A (Rev. 1-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	Oregon
Project report number 27	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	County Clackamas & Washington
Modification number 6		Project number I-205-7(1)290

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on November 5, 1965, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,200,000	$ 1,319,216
Federal funds	$ 1,104,000.00	$ 1,217,900.00
Other revisions		

This modification is made for the following reasons:

Estimate revised to include additional costs in preliminary engineering by State Forces.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 16 day of July, 1963.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. K. Lobe

Asst. State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By Glen L. Glenn
For (Division Engineer)
R. R. Simpson

US COMM-DC 26364-P65

Oregon State Highway Department — Federal-Aid Project No. I-205-7(1)290

LAKE ROAD-PACIFIC HIGHWAY SECTION OF INTERSTATE

ROUTE I-205 IN CLACKAMAS & WASHINGTON COUNTIES

(Revised project agreement estimate.) — Salem, Oregon, July 8, 1968

Type Code P.E.
Preliminary Engineering (Lake Road-Int. Pacific Hwy.)

Preliminary Engineering (State Forces)	All Required		$ 837,078.87
Consultant Engineering			
Moffatt, Nichol & Bonney (Design Willamette R. Br.)	All Required		379,996.13
Cornell, Howland, Hayes & Merryfield (City of West Linn)	All Required		38,155.00
Stevens, Thompson & Runyan (City of Oregon City)	All Required		2,509.00
		Subtotal	$1,257,700.00

Type Code P.E.
Preliminary Engineering (Sta. 708+00 to Sta. 722+60)
Willamette River (Lewis Main Bridge) Test Piles (Contract No. 6977)

Furnish 14 BP 117 Steel Piling	1,200	lin.ft.	$ 11.85	$ 14,220.00
Cut Off Piling and Dispose of Cutoffs	6	only	190.00	1,140.00
Land Driving Equipment, Move In and Out	All Required			11,900.00
Water Driving Equipment, Move In and Out	All Required			10,900.00
Operate Land Driving Equipment	29.5	hour	220.00	6,490.00
Operate Water Driving Equipment	52.5	hour	170.00	8,925.00
Extra for Overtime	1	hour	60.00	60.00
Water Driving Equipment on Site Moves	3	only	425.00	1,275.00
Land Driving Equipment on Site Moves	1	only	1,750.00	1,750.00
				$ 55,660.00
EMO 1 Flagging (57½ of Contractor's Cost)	All Required			63.70
				$ 55,923.70
			10% Engr. & Cont.	5,592.30
			Subtotal	$ 61,516.00

Length of Project - - - - - - - - - - - - - - 12.7 Miles

Oregon State Highway Department

Federal-Aid
Project No. I-205-7(1)290

SUMMARY OF COSTS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$1,257,700.00	$1,161,200.00	$ 96,500.00
Contract 6977 (Test Piles)	61,516.00	56,700.00	4,816.00
	$1,319,216.00	$1,217,900.00	$101,316.00

State Funds for Const.: Chap. 275, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefixes: 603-1094
603-1909

Monthly transaction number	PR-2A (Rev. 10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State: Oregon
Project report number: 24	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	County: Clackamas & Washington
Modification number: 5		Project number: I-205-7(1)290

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on November 5, 1965, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,055,302	$ 1,200,000
Federal funds	$ 971,000.00	$ 1,104,000.00
Other revisions		

This modification is made for the following reasons:

Estimate revised to include increase in cost of consultant engineering on the Willamette River Bridge, consultant engineering for cities of West Linn and Oregon City, and increase in cost of preliminary engineering by State forces.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 26 day of March, 1968.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

R. E. Simpson, Division Engineer

By _____
(Division Engineer)

L. R. Backlund, Admin. Manager

US COMM-DC 26364-P65

Oregon State Highway Department

Federal-Aid
Project No. I-205-7(1)290

LAKE ROAD-PACIFIC HIGHWAY SECTION OF INTERSTATE

ROUTE I-205 IN CLACKAMAS & WASHINGTON COUNTIES

(Revised estimate as a basis for modification of project agreement. Revised to include increase in cost of consultant engineering on the Willamette River Bridge, consultant engineering for cities of West Linn and Oregon City, and increase in cost of preliminary engineering by State forces.)

Salem, Oregon, March 19, 1968

Type Code P.E.
Preliminary Engineering (Lake Road-Jct. Pacific Hwy.)

Preliminary Engineering (State Forces)	All Required		$ 717,862.87
Consultant Engineering			
Moffett, Nichol & Bonney (Design Willamette R. Br.)	All Required		379,996.13
Cornell, Howland, Hayes & Merryfield (City of West Linn)	All Required		38,125.00
Stevens, Thompson & Runyan (City of Oregon City)	All Required		2,500.00
	Subtotal		$1,138,484.00

Type Code P.E.
Preliminary Engineering (Sta. 708+00 to Sta. 722+60)
Willamette River (West Linn Bridge) Test Piles (Contract No. 6477)

Furnish 14 BP 117 Steel Piling	1,200 lin.ft.	$ 11.85	$ 14,220.00
Cut Off Piling and Dispose of Cutoffs	6 only	190.00	1,140.00
Land Driving Equipment, Move In and Out	All Required		11,500.00
Water Driving Equipment, Move In and Out	All Required		10,500.00
Operate Land Driving Equipment	29.5 hour	220.00	6,490.00
Operate Water Driving Equipment	52.5 hour	170.00	8,925.00
Extra for Overtime	1 hour	60.00	60.00
Water Driving Equipment on Site Moves	3 only	425.00	1,275.00
Land Driving Equipment on Site Moves	1 only	1,750.00	1,750.00
			$ 55,860.00
EWO 1 Flagging (57½% of Contractor's Cost)	All Required		63.70
			$ 55,923.70
	10% Engr. & Cont.		5,592.30
	Subtotal		$ 61,516.00
	Total		~~$1,355,318.00~~

Length of Project - - - - 12.7 Miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$1,138,484.00	21,047,300.00	$91,184.00
Contract 6977 (Test Piles)	61,516.00	56,700.00	4,816.00
	$1,200,000.00	$1,104,000.00	$96,000.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefixes: 603-1094
603-1909

I-205-7(1)290

Monthly transaction number 6977 8-64	FORM PR-2A (REV. 10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project report number 21	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 8-11-67	County Clackamas & Washington
Modification number 1		Project number I-205-7(1)290

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on November 5, 1965, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,000,000	$ 1,055,302
Federal funds	$ 920,000.00	$ 971,000.00
Other revisions		

This modification is made for the following reasons:

Revised estimate includes increase in cost of consultant engineering.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 11 day of August, 1967.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By W Klabe

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

A. W. Parsons, Division Engineer

By L R Backlund
(Division Engineer)

L. R. Backlund, Administrative Mgr.

US COMM-DC 26364-P65

Oregon State Highway Department

Federal-Aid
Project No. I-205-7(1)290

LAKE ROAD—PACIFIC HIGHWAY SECTION OF INTERSTATE
ROUTE I-205 IN CLACKAMAS & WASHINGTON COUNTIES

(Revised estimate as a basis for modification of project agreement. Revised to include increase in cost of consultant engineering on the Willamette River Bridge, consultant engineering for cities of West Linn and Oregon City, and increase in cost of Test Pile Contract.)

Salem, Oregon, July 25, 1967

Type Code P.E.
Preliminary Engineering (Lake Road—Int. Pacific Hwy.)

Preliminary Engineering (State Forces)	All Req.		$ 604,734.00
Consultant Engineering			
Design Willamette R. Br.	All Req.		340,327.00
Design Willamette R. Br. Supplement No. 3	All Req.		28,300.00
Cornell, Howland, Hayes & Merryfield (City of West Linn.)	All Req.		18,425.00
Stevens, Thompson & Runyan (City of Oregon City)	All Req.		2,000.00
	Subtotal		$ 993,786.00

Type Code P.E.
Preliminary Engineering (Sta. 708.00 to Sta. 722.60)
Willamette River (West Linn Bridge) Test Piles (Contract No. 6977)

Furnish 14 BP 117 Steel Piling	1,200 lin.ft.	11.85	$ 14,220.00
Cut-off Piling and Dispose of cutoffs	6 only	190.00	1,140.00
Land Driving Equipment, move in and out	All Req.		11,500.00
Water Driving Equipment, move in and out	All Req.		10,500.00
Operate Land Driving Equipment	29.5 hr.	220.00	6,490.00
Operate Water Driving Equipment	52.5 hr.	170.00	8,925.00
Extra for overtime	1 hr.	60.00	60.00
Water Driving Equipment, on Site moves	3 only	425.00	1,275.00
Land Driving Equipment, on Site moves	1 only	1,750.00	1,750.00
			55,860.00
1560 1 Flagging (57½ of contractor's cost)	All Req.		63.70
			55,923.70
		10% Engr. & Cont.	5,592.30
		Subtotal	61,516.00
		Total	$ 1,055,302.00

Length of Project ___12.7 miles

Oregon State Highway Department

Federal-Aid
Project No. I-205-7(1)290

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engr.	$993,786.00	$914,300.00	$79,486.00
Contract 6977 (Test Piles)	61,516.00	56,700.00	4,816.00
	$1,055,302.00	$971,000.00	$84,302.00

State Funds for Construction: Chap. 175, Laws 1917;
Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maintenance: Chap. 529, Laws 1939.

STATE COPY

Monthly transaction number: 3-49	FORM PR-2A (Rev. 10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State: Oregon
Project report number: 18	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	County: Clackamas & Washington
Modification number: 3 6777	2-22-67	Project number: I-205-7(1)290

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on November 5, 1965, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,000,000.00	$ 1,000,000.00
Federal funds	$ 920,000.00	$ 920,000.00
Other revisions		

This modification is made for the following reasons:

Revised to include contract work.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 20th day of February, 1967.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. S. Lahre

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

A. W. PARSONS, Division Engineer

By L. R. Backlund, Admin. Manager
(Division Engineer)

US COMM-DC 26364-P65

Oregon State Highway Department

Federal-Aid
Project No. I-205-4(1)290

LAKE ROAD - PACIFIC HIGHWAY SECTION OF INTERSTATE

ROUTE I-205 IN CLACKAMAS & WASHINGTON COUNTIES

(Revised estimate as a basis for modification of project agreement. Based on estimated costs of survey, design, contract test piles, and other preliminary work.)

Salem, Oregon, February 28, 1967

Type Code P.E.
Preliminary Engineering (Lake Road - Jct. Pacific Hwy.)

Preliminary Engineering (State Forces)	All Req.		$ 604,734.00
Consultant Engineering			
Design Willamette R. Br.	All Req.		340,327.00
		Subtotal	$ 945,061.00

Type Code P.E.
Preliminary Engineering (Sta. 708+00 to Sta. 722+60)
Willamette River (west Lane Bridge) Test Piles (Contract No. 6977)

Furnish 14 BP 117 Steel Piling	1,200 lin.ft.	11.85	14,220.00
Cut-off Piling and Dispose of cutoffs	6 only	190.00	1,140.00
Land Driving Equipment, move in and out	All Req.		11,500.00
Water Driving Equipment, move in and out	All Req.		10,900.00
Operate Land Driving Equipment	16 hr.	220.00	3,520.00
Operate Water Driving Equipment	32 hr.	170.00	5,440.00
Extra for overtime	10 hr.	60.00	600.00
Water Driving Equipment, on Site moves	3 only	425.00	1,275.00
Land Driving Equipment, on Site moves	1 only	1,750.00	1,750.00
			$ 49,945.00
	10% Engr. & Cont.		4,994.00
	Subtotal		$ 54,939.00
	Total		$1,000,000.00

Length of Project ___ 12.7 miles

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Preliminary Engr.	$945,061.00	$869,456.00	$75,605.00
Contract 6977 (Test Piles)	54,939.00	50,544.00	4,395.00
	$1,000,000.00	$920,000.00	$80,000.00

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maintenance: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal-Aid
Project No. I-205-7(1)290

LAKE ROAD-PACIFIC HIGHWAY SECTION OF INTERSTATE

ROUTE I-205 IN CLACKAMAS & WASHINGTON COUNTIES

(Revised estimate as a basis for modification of project agreement. Based on estimated costs of survey, design and other preliminary work. Revised to include contract work.)

Salem, Oregon, Feb. 16, 1967

Type Code P.E.			
Preliminary Engineering (Lake Road-Jct. Pacific Hwy.)			
Preliminary Engineering (State Forces)	All Required		$613,011.00
Consultant Engineering			
Design Willamette R. Br.	All Required		340,327.00
	Subtotal		$953,338.00
Type Code P.E.			
Preliminary Engineering (Sta. 708+00 to Sta. 722+60) Willamette River (West Linn Bridge) Test Piles			
Furnish 14 BP 117 Steel Piling	1,200 lin.ft.	$ 12.00	$ 14,400.00
Cut-Off Piling and Dispose of Cutoffs	6 only	250.00	1,500.00
Land Driving Equipment, Move in and out	All Required		6,000.00
Water Driving Equipment, Move in and out	All Required		6,000.00
Operate Land Driving Equipment	16 hours	240.00	3,840.00
Operate Water Driving Equipment	32 hours	240.00	7,680.00
Extra for Overtime	10 hours	100.00	1,000.00
Water Driving Equipment, on-site moves	3 only	500.00	1,500.00
Land Driving Equipment, on-site moves	1 only	500	500.00
			$ 42,420.00
	10% Engr. & Cont.		4,242.00
	Subtotal		$ 46,662.00
	Total		$1,000,000.00

Length of Project . . . . . 12.7 miles

Federal Funds	$ 920,000.00
State Funds	80,000.00
	$1,000,000.00

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maintenance: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal-Aid
Project No. I-205-7(1)290

LAKE ROAD-PACIFIC HIGHWAY SECTION OF INTERSTATE

ROUTE I-205 IN CLACKAMAS & WASHINGTON COUNTIES

(Revised estimate as a basis for modification of project agreement. Based on estimated costs of survey, design and other preliminary work. Revised to include contract work.)

Salem, Oregon, February 1, 1967

Type Code P.E.			
Preliminary Engineering (Lake Road - Jct. Pacific Hwy.)			
Preliminary Engineering (State forces)	All Required		$623,835.00
Consultant Engineering			
Design Willamette R. Br.	All Required		340,327.00
	Subtotal		$964,162.00
Type Code P.E.			
Preliminary Engineering (Sta. 709+00 to Sta. 722+60)			
Willamette River (West Linn Bridge) Test Piles			
Furnish 14 BP 117 Steel Piling	1,200 lin.ft.	$ 12.00	$ 14,400.00
Cut Off Piling and Dispose of Cutoffs	6 only	250.00	1,500.00
Land Driving Equipment, Move In and Out	All Required		3,000.00
Water Driving Equipment, Move In and Out	All Required		3,000.00
Operate Land Driving Equipment	16 hour	160.00	2,560.00
Operate Water Driving Equipment	32 hour	160.00	5,120.00
Extra for Overtime	10 hour	100.00	1,000.00
Water Driving Equipment On-Site Moves	3 only	500.00	1,500.00
Land Driving Equipment On-Site Moves	1 only	500.00	500.00
			$ 32,580.00
	10% Engr. & Cont.		3,258.00
	Subtotal		$ 35,838.00
	Total		$1,000,000.00

Length of Project - - - - - 12.7 Miles

Federal Funds	$ 920,000.00
State Funds	80,000.00
	$1,000,000.00

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maintenance: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal-Aid
Project No. I-205-7(1)290

LAKE ROAD-PACIFIC HIGHWAY SECTION OF INTERSTATE

ROUTE I-205 IN CLACKAMAS & WASHINGTON COUNTIES

(Revised estimate as a basis for modification of project agreement. Based on estimated costs of survey, design and other preliminary work. Revised to include contract work.)

Salem, Oregon, February 1, 1967

Type Code P.E.
Preliminary Engineering (Lake Road - Jct. Pacific Hwy.)

Preliminary Engineering (State forces)	All Required	$623,835.00
Consultant Engineering		
Design Willamette R. Br.	All Required	340,327.00
	Subtotal	$964,162.00

Type Code P.E.
Preliminary Engineering (Sta. 708+00 to Sta. 722+60)
Willamette River (West Linn Bridge) Test Piles

Furnish 14 BP 117 Steel Piling	1,200 lin.ft.	$ 12.00	$ 14,400.00	
Cut Off Piling and Dispose of Cutoffs	6 only	250.00	1,500.00	
Land Driving Equipment, Move In and Out	All Required		3,000.00	6,000
Water Driving Equipment, Move In and Out	All Required		3,000.00	6000
Operate Land Driving Equipment	16 hour	160.00 240	2,560.00	3840
Operate Water Driving Equipment	32 hour	160.00 240	5,120.00	7,680
Extra for Overtime	10 hour	100.00	1,000.00	
Water Driving Equipment On-Site Moves	3 only	500.00	1,500.00	
Land Driving Equipment On-Site Moves	1 only	500.00	500.00	
			$ 32,580.00	42,420
	10% Engr. & Cont.		3,258.00	
	Subtotal		$ 35,838.00	
	Total		$1,000,000.00	

Length of Project - - - - - 12.7 Miles

Federal Funds	$ 920,000.00
State Funds	80,000.00
	$1,000,000.00

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maintenance: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal-Aid
Project No. I-205-7(1)290

LAKE ROAD—PACIFIC HIGHWAY SECTION OF INTERSTATE

ROUTE I-205 IN CLACKAMAS & WASHINGTON COUNTIES

(Revised estimate as a basis for modification of project agreement. Based on estimated costs of survey, design and other preliminary work. Revised to include contract work.)

Salem, Oregon, Feb. 16, 1967

Type Code P.E.			
Preliminary Engineering (Lake Road—Jct. Pacific Hwy.)			
Preliminary Engineering (State Forces)	All Required		$613,011.00
Consultant Engineering			
Design Willamette R. Br.	All Required		340,327.00
	Subtotal		$953,338.00
Type Code P.E.			
Preliminary Engineering (Sta. 706+00 to Sta. 722+60)			
Willamette River (West Linn Bridge) Test Piles			
Furnish 14 BP 117 Steel Piling	1,200 lin.ft.	$ 12.00	$ 14,400.00
Cut-Off Piling and Dispose of Cutoffs	6 only	250.00	1,500.00
Land Driving Equipment, Move in and out	All Required		6,000.00
Water Driving Equipment, Move in and out	All Required		6,000.00
Operate Land Driving Equipment	16 hours	240.00	3,840.00
Operate Water Driving Equipment	32 hours	240.00	7,680.00
Extra for Overtime	10 hours	100.00	1,000.00
Water Driving Equipment, on-site moves	3 only	500.00	1,500.00
Land Driving Equipment, on-site moves	1 only	500	500.00
			$ 42,420.00
	10% Engr. & Cont.		4,242.00
	Subtotal		$ 46,662.00
	Total		$1,000,000.00

Length of Project . . . . . 12.7 miles

Federal Funds	$ 920,000.00
State Funds	80,000.00
	$1,000,000.00

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maintenance: Chap. 529, Laws 1939.

STATE COPY

Monthly transaction number: 12 - 116	PR-2A (R. 10-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State: Oregon
Project report number: 16	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	County: Clackamas & Washington
Modification number: 2		Project number: I-205-7(1)290

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on November 5, 1965, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 308,112.00	$ 1,000,000.00
Federal funds	$ 282,650.00	$ 920,000.00

Other revisions

Paragraph 5 of PR-2 does not apply to sum or sums of Federal funds paid for costs incurred prior to authorization to proceed with preparation of construction plans (P.S. & E.).

This modification is made for the following reasons:

Estimate revised to include preparation of construction plans.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 12th day of December, 1966.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. K. Lobe

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

A. W. PARSONS, Division Engineer

By L. R. Backlund
L. R. Backlund, Admin. Manager

US COMM-DOC 26364-P65

Oregon State Highway Department

Federal-Aid
Project No. I-205-7(1)290

LAKE ROAD - PACIFIC HIGHWAY SECTION OF INTERSTATE

ROUTE I-205 IN CLACKAMAS & WASHINGTON COUNTIES

(Revised estimate as a basis for modification of project agreement. Based on estimated costs of survey, design and other preliminary work. Revised to include P.S. & E. Preparation.)

Salem, Oregon, December 1, 1966

Type Code P.E.
Preliminary Engineering (Lake Road - Jct. Pacific Hwy.)

Preliminary Engineering (State Forces)	All Required	$ 659,673.00
Consultant Engineering		
Design Willamette R. Br.	All Required	340,327.00
		$1,000,000.00

Length of Project . . . . . 12.7 miles

Federal Funds	$ 920,000.00
State Funds	80,000.00
	$1,000,000.00

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maintenance: Chap. 529, Laws 1939.

STATE COPY

Monthly transaction number 9-1	PR-2A (Rev. 10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project report number 12	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	County Clackamas & Washington
Modification number 1		Project number I-205-7(1)290

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on November 5, 1965, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 233,000	$ 308,112
Federal funds	$ 213,500.00	$ 282,650.00
Other revisions		

This modification is made for the following reasons:

To include consultant engineering work.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 26th day of August, 1966.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XXX A. W. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Manager

US COMM-DC 26364-P65

Oregon State Highway Department

Federal-Aid
Project No. I-205-7(1)290

LAKE ROAD - PACIFIC HIGHWAY SECTION OF INTERSTATE

ROUTE I-205 IN CLACKAMAS & WASHINGTON COUNTIES

(Revised estimate as a basis for modification of project agreement. Based on estimated costs of survey, design and other preliminary work. Revised to include consultant engineering work.)

Salem, Oregon, August 17, 1966

Type Code P.E.
Preliminary Engineering (Lake Road - Jct. Pacific Hwy.)

Preliminary Engineering (State Forces)	All Required	$233,000.00
Consultant Engineering		
Preliminary Design Willamette R. Br.	All Required	75,112.00
		$308,112.00

Length of Project . . . . . 12.7 miles

Federal Funds	$282,650.00
State Funds	25,462.00
	$308,112.00

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1920
Chap. 529, Laws 1939.

State Funds for Maintenance: Chap. 529, Laws 1939.

RETAINED IN PROGRAM STATUS

Description	Total Cost	Federal Funds	State Funds
PS & E Preparation	$347,000.00	$320,050.00	$ 26,950.00
Consultant Engineering	344,888.00	317,300.00	27,588.00
	$691,888.00	$637,350.00	$ 54,538.00

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

RECEIVED
NOV 16 1965
FOR FILING

CONTROL TRANSACTION NO. -	FORM PR-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE: Oregon
PROJECT REPORT NO. 6	FEDERAL-AID PROJECT AGREEMENT (PPM 21-7) 11-5-65	COUNTY: Clackamas & Washington
		PROJECT NO. I-205-7(1)290

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Lake Road-Pacific Hwy. Section.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING	1-31-62	12.7
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER (Specify)		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 233,000.00	$ 213,500.00 Pro Rata 92.32

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer NOV 5 1965

Oregon State Highway Department

Federal-Aid
Project No. I-205-7(1)290

LAKE ROAD - PACIFIC HIGHWAY SECTION OF INTERSTATE

ROUTE I-205 IN CLACKAMAS & WASHINGTON COUNTIES

(Estimate as a basis for project agreement. Based on estimated costs of survey, design and other preliminary work.)

Salem, Oregon, October 29, 1965

Type Code P.E.
Preliminary Engineering (Lake Road - Jct. Pacific Hwy.)

Preliminary Engineering	All Required	$233,000.00
		$233,000.00

Length of Project - - - 12.7 Miles

Federal Funds	$213,500.00
State Funds	19,500.00
	$233,000.00

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1920
Chap. 529, Laws 1939

State Funds for Maintenance: Chap. 529, Laws 1939

RETAINED IN PROGRAM STATUS

Description	Total Cost	Federal Funds	State Funds
PS&E Preparation	$355,000.00	$326,500.00	$28,500.00

RECEIVED
JUN 5 - 1967
FOR FILING

I-205-7(1) 290

6977

June 2, 1967

Federal Insurance Company
Bonding Department
417 Norton Building
Seattle, Washington 98104

Gentlemen:

Contract No. 6977 awarded to General Construction Company, for test pile driving on the Willamette River (West Linn) Bridge on the East Portland Freeway in Clackamas County was completed on May 1, 1967, and accepted by the Highway Commission on June 1, 1967.

Final payment in the amount of $2,497.25 will be released to the contractor after June 9, 1967. The total contract amount is $55,923.70 including $63.70 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

gs

cc: General Construction Company
P. O. Box 2768
Portland, Oregon 97208

C. A. Tomassens & Sons
100 Building
Portland, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
JUN 2 - 1967
FOR FILING
I-205-1(1) 270
6977

June 1, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed May 1, 1967, on Contract No. 6977. The contract was with General Construction Company and was for test pile driving on the Willamette River (West Linn) Bridge section of the East Portland Freeway in Clackamas County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective June 1, 1967, and that you concur in this procedure at the Commission meeting on June 8.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
Ivan Merchant
C. H. Maison
L. H. Young
L. W. Rulien

srb fn

RECEIVED
JUN 1 - 1967

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-205-7(1)290

Fred W. Hill, Member
Holly

6 / 1

STATE COPY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 4, 1967

6-1-67
REFERRED TO
Young
BY ASST. STATE HWY. ENGR.

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon 97301

Dear Sir:

This is to advise you that work was completed on May 1, 1967, on Contract No. 6977, Willamette River (West Linn) Bridge Section, in Clackamas County, in connection with Federal-Aid Project No. I-205-7(1)290.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date: 5-1-67

NOTED
F. B. KLABOE

Conditions noted on above date:

Contract work is acceptable. We should be furnished a narrative report or supplement to the previous foundation report prior to our final acceptance of the project.

A. W. Parsons
Division Engineer

RECEIVED
MAY 22 1967
OFFICE OF
STATE HIGHWAY ENGINEER

to: Forrest Cooper
Vince Gallagher

By: G. R. Brooks
G. R. Brooks
District Engineer

FORM E-123X 50M 2-66

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. RIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

RECEIVED
APR 19 1967
FOR FILING

I-205-7 (1) 290

6977

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 17, 1967

Moffatt, Nichol & Bonney, Inc.
1845 N.E. Couch St.,
Portland, Oregon 97232

Attention: Mr. Robert Bonney
Partner

Subject: Willamette River Br., I-205
Oregon City-West Linn
Contract No. 6977

Gentlemen:

Enclosed herewith, is a copy of an inspection report concerning our meeting in your office on March 28, 1967 regarding design features of the subject job. The fourth paragraph refers to our discussion on lateral bracing systems. Prior to the beginning of detailing for the beam spans, you were to furnish me with a line diagram of your proposed lateral bracing system throughout the entire bridge length. As soon as this is prepared, please submit it for our study and also for the study of the Federal Highway Administration.

At the earliest possible time, we would like to have the recommendation for foundation construction as it may be affected by the current test pile program. If convenient, the results of each individual test pile could be prepared and submitted prior to the overall completion as there is a possibility that a test loading program on the most westerly pile may be required and this should be determined at the earliest possible time in order to not delay the overall design and plan preparation.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM:mb
cc: Tom Edwards

RECEIVED
TOM EDWARDS
APR 19 1967
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Willamette River (West Linn) Bridge		WEEK ENDING: April 15, 1967
		SECTION PREFIX: 603-3094
HIGHWAY: East Portland Freeway		COUNTY: Clackamas
NAME OF JOB: Willamette River (West Linn) Bridge	KIND OF WORK: Test Pile Driving	
CONTRACTOR: General Construction Company	CONTRACT NUMBER: 6977	FEDERAL AID PROJECT NUMBER: I-205-7(1)290
DATE OF ~~AWARD~~ Award: February 24, 1967	DATE WORK STARTED: March 3, 1967	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK — MEN: SUPERVISION:	SPECIFIED WORK DAYS:	WORK DAYS USED:
	SPECIFIED CALENDAR DAYS: 60	CALENDAR DAYS USED: 39
	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 65 %
PROJECT AUTHORIZATION: $ 56,188.12		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 48 %
EXCLUSIVE OF ENGINEERING: $ 52,192.52	ENGINEERING AUTHORIZATION: $ 3,995.60	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 55,000.00	ENGINEERING COST TO DATE: $ 1,600.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 50 %
ESTIMATED PERCENT ~~OVERRUN~~ OVERRUN: 5%	PERCENT OF AUTHORIZATION: 40 %	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

	CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: 1 100-Ton Crane, 1 50-Ton Crane, 1 020 Hammer with Leads, 2 Compressors with Extra Tank, 1 Pickup Truck, 1 Flatbed Truck, 1 Small Barge with Jet Pump, 1 Lowboy Truck, 2 Welding Machines, Small Tools

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.				
PERCENT				

	WEATHER	~~WORK~~ calendar WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY April 9	Fair	1		
MONDAY 10	Fair to Cloudy	1		
TUESDAY 11	Fair	1		
WEDNESDAY 12	Cloudy with Showers late pm	1		
THURSDAY 13	Rain	1		
FRIDAY 14	Light Showers	1		
SATURDAY 15		1		

Routing — Mitchell — Ives — Wolf — Wyss — Hildebrand — Olsen — BEN GIFFORD

RECEIVED
APR 17 1967
CONSTRUCTION
DIVISION

*It is anticipated that land and water ~~scheduling~~ time items will overrun approximately 10%.

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

April SUNDAY 9	No Activity
10 MONDAY	Contractor moving land equipment to location of most easterly pile.
TUESDAY 11	Contractor started driving pile at most easterly land location; drove approximately 120 feet (2 pieces). Utility companies all had representatives on project today.
WEDNESDAY 12	Contractor finished driving pile at most easterly location (Sta 708+98) today. Approximately 228 feet of pile in ground.
THURSDAY 13	Contractor moving land equipment out today.
FRIDAY 14	Contractor setting up water driving equipment at their yard.
SATURDAY 15	No activity anticipated.

REMARKS

Visitors to the project this week included Ivan Merchant, L. W. Rulien, Al Rear, Al Harwood, Bill Hill, all of the Highway Department, and Roy Tokerud, Paul Luckerath, of the Bureau of Public Roads.

The two (2) land piles are now driven and the contractor plans to start driving at one of the river locations next Tuesday.

7,8,9,10,11,12,1,2,3,4,5,6
PM
BRIDGE DIVISION

SIGNED [signature] LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

Form E-209—614

4

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agree G1-P[illegible] additional funds [illegible]
APR 10 1967
Date [illegible]
[illegible] Dist. Engineer
U.S. Bureau of Public Roads

Project Name Willamette River (West Linn) Bridge — Date April 13, 19 67

Highway East Portland Freeway — Contract No. 6977

County Clackamas — Prefix 603-1094

Contractor General Construction Company — F. A. Project No. I-205-7(1)290

Address 4850 N. W. Front Avenue, Portland — Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Flagging labor required to make roadway crossings with contractor's equipment and work adjacent to McLoughlin Boulevard.

Location by station numbers:

Throughout project as required.

Estimate of quantities and cost:

NOTED
F. B. KLABOE

Flagging labor $150.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This is the share of flagging costs assumed by the State as covered in the contract specifications. This work is required primarily because of changed conditions in the location of one test pile.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 56,188.12
Present estimate of project cost, including $ 150.00 for work under this order	$ 56,188.12
Expected ~~under-run~~ over-run amount	$ 0
Expected ~~under-run~~ over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ J. X. Wilson — Resident Engineer

Approval Recommended: /s/ Alfred A. Rear — Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Allan C. Harwood — Division Engineer

Approved /s/ L. H. Young — Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

Young 5-1-67

State Printing

RECEIVED
APR 11 1967

FOR FILING
I-205-7(1)290
6977

April 10, 1967

Mr. A. W. Parsons
Division Engineer
Depat. of Transportation
Federal Highway Administration
477 Cottage St., N.E.
Salem, Oregon 97301

Dear Sir:

This is to advise you of a revised work starting date, April 3, 1967, on Contract No. 6977, Willamette River (West) Section, in Clackamas County, in connection with Federal-Aid Project No. I-205-7(1)290.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

VLG:vr

RECEIVED
MAR 8 - 1967
HIGHWAY COMMISSION

GLENN L. JACKSON, CHAIRMAN
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

FOR FILING
1-20-7(.) 290
6977

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 7, 1967

General Construction Co.
4850 N. W. Front Avenue
Portland, Oregon 97208

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 6977 for test pile driving on the Willamette River (West Linn) Bridge Section of the East Portland Freeway in Clackamas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Encl.

cc Federal Insurance Company
Bonding Department
417 Norton Building
Seattle 4, Washington

C. A. Tomassene & Sons
100 Building
Portland 4, Oregon

RECEIVED
MAR 7 - 1967

I-205-7(1)290

Form 0041A (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

FOR FILING

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: March 2, 1967

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project I-205-7(1)290
Willamette River (West Linn) Bridge Section
Test Pile Site

As requested in Mr. Young's letter of February 27, 1967 advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of February 24, 1967 in the award of contract No. 6977 to General Construction Co., of Seattle, Washington, low bidder in the amount of $49,945.00 at the February 17, 1967 bid opening.

Young
3-6-67

RECEIVED
MAR 3 1967

NOTED
F.B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
FEB 27 1967
F-205-7(1)290
6977

February 27, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of February 21, 1967 is requested in the award of contract for the Willamette River (West Linn) Bridge Section, Project No. I-205-7(1)290.

The contractor receiving the award is General Construction Co. in the amount of $49,945.00 with the Contract No. 6977 assigned. This bid was received on February 17, 1967 and awarded February 24, 1967.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding non-discrimination in employment as required by Bureau of Public Roads IM 20-4-64.

As this is a preliminary engineering project our normal certification concerning rights of access, including utilities to or from abutting property, does not apply.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:bb

RECEIVED
APR 12 1967

I-205-7(1) 290

6977

February 24, 1967

Bid 2-17

General Construction Company
4850 N. W. Front Avenue
Portland, Oregon 97209

Gentlemen:

The State Highway Commission today accepted your proposal for test pile driving on the Willamette River (West Linn) Bridge on the East Portland Freeway in Clackamas County for the sum of $49,945 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of the Bureau of Public Roads is received.

Approval was received later in the day and the State Highway Engineer awarded you the project, which has been assigned Contract No. 6977. Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin March 8, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FLH
Inclosures

bc Pacific Builder & Engr., Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.
L. W. Rulien
J. X. Wilson
Frank Morgan
L.H. Young
I.D. Merchant
C.D. Matthis (SIAC)

RECEIVED
FEB 20 1967

FOR FILING
I-205-7(1)290
69777

February 20, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Reference is made to bids received on February 17, 1967, for the driving of test piles at the Willamette River (West Linn) Bridge Site, Project No. I-205-7(1)290.

Tentative concurrence is requested in the award to the low bidder, General Construction Co., in the amount of $49,945.00, which is 17.7% above our engineer's estimate of $42,420.00. Two other bids were received in the amounts of $59,960 and $67,995.

We believe it is in the public interest to award this project to the low bidder at this time for the following reasons:

1. There are two items that make up the overrun for the project: Land Driving Equipment, Move In and Out; and Water Driving Equipment, Move In and Out. Difficulties to be encountered in setting up of this equipment and not taken into account are: working in and around guy lines of a log unloading derrick which is still privately owned; and driving of two piles in the near proximity to Highway 99E. Included in these two bid items are all pieces of equipment spotted at a pile location ready to drive the pile.

2. Relative to the hammer mentioned in No. 1 above, this is equipment not common to our normal work and as all the bids reflect, our estimate was much too low.

3. A shortage of this large size hammer exists but the low bidder does own one. Partially due to this shortage we don't think we would get a better bid if the project was readvertised.

4. We are pressed for time on this project as the consultant urgently needs the information obtained from the test pile driving. The piles to be used for this test are not a common stock item therefore they must be made up. An early award of this project is necessary.

If any further information is needed, please advise.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:jb

cc: T. Edwards
I. D. Borchart
C. A. Gardner
R. H. Chase

RECEIVED
FEB 9 - 1967

Form C&R-127 (11-63) (Prev. ed. A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: February 2, 1967

In reply refer to: 08-35.2-DA

TO : Mr. Forrest Cooper, State Highway Engineer
6177 Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon P.E. Project I-205-7(1)290
Willamette River (West Linn) Bridge
Test Pile Site

P. S. & E. Documents for a contract portion of the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids for a period of two weeks. An approved copy of the plan sheet is attached.

This P. S. & E. is approved with the understanding that the field results will be reviewed by this office and further test piles may be driven if thought desirable and that test loading of some piles may be accomplished as extra work before the contractor is permitted to move off the project.

Mr. Young's February 1, 1967 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife.

Attachment

Young w/enc. 2-9-67

RECEIVED
FEB 9 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
FEB 3 - 1967
FOR FILING
I-205-7(1)290
6977

February 1, 1967

Mr. Robert M. Bonney
Moffatt, Nichol & Bonney, Inc.
1845 N. E. Couch Street
Portland, Oregon 97232

Dear Mr. Bonney:

Receipt is acknowledged of your letter of January 30 concerning the test pile program on the Oregon City-West Linn Bridge.

I am not in accord with Item 2. The subsoil consultant's report definitely indicated a settlement problem at the Oregon City end of the bridge and I think it appropriate that a test pile be driven there and have so ordered.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

TE:ja

bc Forrest Cooper
R. L. Porter
F. B. Klaboe (enc.)
Victor D. Wolfe
Ivan Merchant

MOFFATT, NICHOL & BONNEY, INC. Engineers

PORTLAND, OREGON
LONG BEACH, CALIFORNIA

1845 N. E. COUCH STREET / PORTLAND, OREGON 97232 / (503) 232-2117

January 30, 1967

Mr. Ivan Merchant, Bridge Engineer
Oregon State Highway Department
Salem, Oregon

Re: Willamette River Bridge 9403
Oregon City, Oregon

Dear Mr. Merchant:

This letter is to confirm our latest comments and recommendations on the test pile program as proposed by the State in draft form and discussed in our office on January 25, 1967. Both this office and our foundations consultant, Dames and Moore, concur in approving the program as drafted with the following exceptions and recommendations:

1. Based on the recommendations of Dames and Moore, we recommend against load testing.

   For piles not driven to point bearing on rock, the penetrations will in general be governed by settlement restrictions rather than bearing capacity and it does not appear that test loading of a single pile will produce meaningful results that can be applied to the performance of a pile group.

2. At this time, we do not see the necessity for driving the test pile near Boring 6 on the West bank. We believe that the results from the test pile near Pier 6 should be similar and therefore adequate. We recommend, however, that this sixth test pile be included in the program as an option, to be exercised if found desirable based on results with the other piles.

3. We recommend that the test pile program proceed generally from east to west.

Based on the foundation report, our preliminary selection of probable pile tip elevations for the piers through the pile test area is as follows:

NOTED
TOM EDWARDS

Pier 3	Minus 185 (on rock)
Pier 4	Minus 185 (on rock)
Pier 5	Minus 150 (on rock)
Pier 6	Minus 126 (on rock)
Pier 7	Minus 100
Pier 8	Minus 50
Pier 9	Minus 25

Very truly yours,

Moffatt, Nichol & Bonney, Inc.

Robert M. Bonney

RMB:wl
cc - Dames and Moore

RECEIVED
FEB 1 1967
OFFICE OF
STATE HIGHWAY ENGR.

RECEIVED
JAN STATE HIGHWAY DEPT.
BRIDGE DESIGN
AM JAN 31 1967 PM
7,8,9,10,11,12,1,2,3,4,5,6

FORM S-183X SON 7-66

COMMISSIONERS
GLENN E. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

RECEIVED
FEB 2 1967
FOR FILING

I-205-7 (1) 290

6477

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 1, 1967

Mr. A.W.Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

Dear Sir:

We hereby request authorization to proceed with a contract for driving test piles on the Oregon City-West Linn Bridge under preliminary engineering project I-205-7(1)290. Complete P.S.&E. documents are being furnished your department and accordingly we request your approval of a two week advertising period for bids to be received on February 17, 1967.

In compliance with IM 21-5-63, the Fish and Game Commissions have approved the data and did not recommend that any special measure should be taken other than a normal amount of precaution to protect their interest. There are no special measures planned as project expenditures for fish and wildlife protection on this project.

Rights of entry will be obtained prior to award of contract.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Richard M. Chase
Federal-Aid Engineer

NOTED
TOM EDWARDS

CL:nw
cc: T. R. Edwards
I. D. Merchant

RECEIVED
FEB 1 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 20 1967

FOR FILES
I-205-7(1)290
6477

Salem, Oregon
January 19, 1967

Mr. Ivan Merchant
Bridge Engineer

Please get a test pile specification worked up for the Oregon City-West Linn Bridge on I-205.

This will require the necessary programming, et cetera, and should be advertised at the earliest possible date, preferably in March.

Tom Edwards
Assistant State Highway Engineer

TE:ja

cc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe

FORM E-123

RECEIVED
JAN 20 1967
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

Cmel
Bridges
Hwy

O-City - W Linn

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

January 17, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Attention: Mr. Roy Tokerud

Subject: Willamette River Bridge at
Oregon City
Br. No. 9403
I-205-7(1)290

Gentlemen:

On December 21, 1966, geometric data covering horizontal and vertical alignment for the Willamette River Bridge on I-205 between Oregon City and West Linn was handed to the consultant, Moffatt, Nichol & Bonney. At that time, the consultant was requested to study this material and revise his preliminary drawings to indicate the final alignment, both horizontal and vertical.

The consultant furnished the Highway Department seven prints of his revised preliminary plan and elevation Design "A" on Jan. 16th. Four copies of Dwgs. Nos. 22201, 22202, 22203 and 22204 revised January 13, 1967 are attached hereto as are copies of three letters dated January 16th covering various items of work on this project.

At the January 16th meeting with the consultant, some minor revisions to the attached drawings were proposed, as follows:

1. Grade lines furnished the consultant on December 21th did not provide sufficient vertical clearance at the critical clearance points of Highway 99E and the Oswego Highway. Minor changes in the grades are now being made to provide sufficient vertical clearance. It was also agreed that at the consultant's option, the girder haunches at the first interior pier at both 99E Highway and the Oswego Highway could be eliminated.

2. Dwg. No. 22203 indicates a minimum dimension of four feet from existing streambed to the top of footings.

NOTED
FORREST COOPER

The State believed this to be insufficient and requested that this figure be increased to a minimum of six feet.

3. A minor revision in horizontal alignment was requested by the consultant to eliminate excessive overhang of the deck at the junction of the West Linn on-ramp and the main span. This was concurred in by the State and the alignment is to be revised to restrict the overhang to a maximum two feet additional overhang.

The above changes are rather minor in nature, but are mentioned in order that you may be sufficiently advised as to the progress on this project.

A test pile and test loading program is now being studied and will be proposed for contracting at an early date. This is in line with recommendations contained in your inspection memorandum dated 12-12-66.

The design contract under "Things to be Done by State", Item 3, requires the State to furnish horizontal and vertical controls to the consultant and further, Item 3 under "Things to be Done by Consultant" states that "no design work shall be done until such time as State delivers to consultant said approved preliminary." Item 3(b) requires that work on Item 1-3 shall start when State delivers to consultant an approved preliminary layout and work on all things required shall be completed and delivered to State within six months from said date.

At your earliest convenience, please advise the State of your concurrence in the revised preliminary drawing submitted with this letter so that the consultant may be advised that the six months design period is in effect.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM:mb
Encls.
cc: Forrest Cooper
Tom Edwards
R. L. Porter
F. B. Klaboe
L. H. Young
C. H. Maison

RECEIVED
JAN 17 19[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

S-555(1) 16th St.-Central Blvd. 1967
(Coquille) Sec., FAS 250
#6978 (Grading and paving)

CdA 3786

OREGON STATE HIGHWAY DEPARTMENT

FORM A-198 (9-64)

HIGHWAY DEPARTMENT INVOICE

NO. 97706

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
2-5-69	CC 1160		506-1016-297

RECEIVED
FEB 6 - 1969
ENGINEER
COUNTY & CITY DIVISION

Coos County
Board of Commissioners
Courthouse
Coquille, Oregon 97423

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: Lonas Van Elsberg, Chairman			
Final billing: 16th Street-Central Boulevard (Coquille) Section; Coquille-Fairview Road; FAS 750. Covered by agreement dated September 2, 1965. 3/8/67			
County advance deposit		40,400.00	
Less amount previously transferred		30,400.00	
			10,000.00
County share of construction costs		39,936.92	
Less amount previously transferred		30,400.00	
			9,536.92
			463.08
To be refunded			

ACKNOWLEDGMENT OF BILLING REQUEST
Cash Receipt
By

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

RECEIVED
APR 3 - 1968
FOR FILING

S-555(1)
6978

April 3, 1968

Reliance Insurance Company
Portland Office
620 Oregon Bank Building
Portland, Oregon 97204

Gentlemen:

A post-final payment for $71.00 will be made to S. A. Hutchins and Associates Construction Company on Contract No. 6978 for grading and paving 16th Street and Central Boulevard in Coquille on FAS 250 in Coos County as soon as the warrant is prepared.

The total amount paid on this contract will be $177,808.43 including the post-final payment. Of the total $6,467.28 is for force account work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc S. A. Hutchins & Associates Constr. Co.
P. O. Box 190
Sutherlin, Oregon 97479

Jewett, Bartom, Leavy & Kern
Failing Building
Portland, Oregon 97204

C. H. Maison
Attn: John Herr

County of Coos

COQUILLE, OREGON 97423

NOTED
H. S. COX

fas 250

January 24, 1968

COOS COUNTY
HIGHWAY DEPARTMENT
P. O. Box 66

Mr. H. S. Cox,
County City Engineer,
State Highway Building,
Salem, Oregon 97310

Dear Mr. Cox:

Enclosed are copies of the right of way deeds acquired for the 16th Street-Coos Bay-Roseburg Highway Section of FAS 250 (Fairview Road). We have written the File Number on each deed to assist you in identifying the parcels.

As you may recall, additional right of way for the channel change of Cunningham Creek was required from Leonard Scolari. A condemnation proceedings was begun and later a settlement reached. We will receive an executed deed (rather than an easement) to the property in the next few days, following which I will send a copy to you for your files.

Yours very truly,

Gerald W. Ulett

Gerald W. Ulett
County Engineer

GWU/ed

RECEIVED
JAN 25 1968
ENGINEER
COUNTY & CITY DIVISION

NOTED
HAROLD
REYNOLDSON

To - Joe Carter

NOTED
R. H. PRANGE 1/25/68

NOTED
MAINOR C. HOLMES

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

RECEIVED
NOV 21 1967
PORTLAND

S-555(1)
6918

November 20, 1967

Reliance Insurance Company
Portland Office
620 Oregon Bank Building
Portland, Oregon 97204

Gentlemen:

Contract No. 6978 awarded to S. A. Hutchins & Associates Construction Company for grading and paving on the 16th Street-Central Boulevard Section in the city of Coquille on FAS 250 in Coos County was completed on October 2, 1967, and accepted by the Highway Commission on November 17, 1967.

Final payment in the amount of $5,138.10 will be released to the contractor after November 28, 1967. The total contract amount is $177,737.43 including $6,467.28 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

gs

cc: S. A. Hutchins & Associates
Construction Company
P. O. Box 190
Sutherlin, Oregon 97479

Jewett, Barton, Leavy & Kern
Failing Building
Portland, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
NOV 17 1967
FOR FILING

S-555(1)

6974

November 17, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed October 2, 1967, on Contract No. 6978. The contract was with S. A. Hutchins and Associates Construction Company and was for grading and paving on the 16th Street-Central Boulevard Section in the city of Coquille in Coos County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective November 17, 1967, and that you concur in this procedure at the Commission meeting on December 12.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
L. R. Chandler

b fn

S-555(1)
6978

FORM E-1 (REV. 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: 16th. St. Central Blvd. (Coquille)		WEEK ENDING: November 3, 1967
		SECTION PREFIX: 506-1016
HIGHWAY: FAS-250		COUNTY: Coos
NAME OF JOB: 16th. St. Central Blvd. (Coquille)	KIND OF WORK: Grading and Paving	
CONTRACTOR: S. A. Hutchins & Associates Const. Co.	CONTRACT NUMBER: 6978	FEDERAL AID PROJECT NUMBER: S-555(1)
DATE OF CONTRACT: April 4, 1967	DATE WORK STARTED: March 29, 1967	ESTIMATED COMPLETION DATE: October 2, 1967
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION: 0	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS 190	WORK DAYS USED / CALENDAR DAYS USED 172
PROJECT AUTHORIZATION: $ 227,000.98	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 91%
EXCLUSIVE OF ENGINEERING: $ 205,600.98	ENGINEERING AUTHORIZATION $ 19,882.81	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 177,737.43	ENGINEERING COST TO DATE $ 21,400.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 88%
ESTIMATED PERCENT UNDERRUN: 14 1/4 %	PERCENT OF AUTHORIZATION: 108 %	DATE PROJECT WAS COMPLETED: October 2, 1967

FINAL REPORT

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD
100%	100%	100%	100%	100%	100%

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.38	0.38			0.38
MILES PARTIALLY COMPLETED	0.38	0.38			0.38
MILES COMPLETED	0.38	0.38			0.38
TOTAL ESTIMATED QUANTITIES (CONTRACT)	132,000	8,700			1,600
TOTAL QUANTITIES CORRECTED TO DATE	114,316	7,907			1,678
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	114,316	7,907			1,678
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				Project Completed
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

11/7 DR W

RECEIVED

BEN G[illegible]ORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project has been completed, semi-final report has been submitted, this will be the FINAL REPORT.

SIGNED J. E. Holland, Res. Eng. LOCATION Bandon, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

FAS 250
Coos Co

County of Coos

COQUILLE, OREGON

BOARD OF
COUNTY COMMISSIONERS

Walter Barklow
William L. Miller
Lonnie Van Elsberg

October 12, 1967

NOTED
H. S. COX

Mr. Ed. Holland,
Resident Engineer State Highway Dept.
P.O. Box 566
Bandon, Oregon

Re: Sixteenth Street Cutoff-Coquille & Coos Bay

Dear Mr. Holland:

The Coos County Board of Commissioners have completed a formal inspection of the piece of road and find it acceptable in every way.

You and your department are to be commended for your excellent planning and supervisory job.

Sincerely,

BOARD OF COMMISSIONERS

Walter Barklow
Chairman

William L. Miller
Commissioner

Lonnie Van Elsberg
Commissioner

WLM/eq

RECEIVED
OCT 13 1967
ENGINEER
COUNTY & CITY DIVISION

NOTED
C. H. PRANGE

NOTED
HAROLD
REYNOLDSON

NOTED
RICHARD UNREIN

NOTED
MARION C. HOLMES

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

RECEIVED
AUG 10 1967
FOR FILING

S-555(1)

6978

August 9, 1967

Oregon State Highway Commission

Gentlemen:

An overrun of the project authorization on Contract No. 6978, the 16th Street-Central Boulevard (Coquille) grading and paving project on FAS 250 in Coos County, is anticipated. S. A. Hutchins and Associates Construction Company of Sutherlin is the contractor. This is a Federal-aid secondary project for which the original authorization was $201,941.33. The present anticipated cost is $227,000, indicating an overrun of $25,059, or 12.4 percent.

The major reason for this overrun is the additional work required on embankment construction. The underlying foundation in the embankment area was a weak, deeply silted flood plain. Remedial work required an overrun in the bid items for special borrow excavation and special rock borrow excavation. Extra work orders covering the relocation of a channel change, refinishing the subgrade, and adding additional base rock also added to the overrun.

This request for an additional authorization will be presented to you at the August 29 meeting and your approval is recommended.

Very truly yours,

Forrest Cooper
State Highway Engineer

bc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
L. R. Chandler

DES:nn ja

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 3, 1967

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
B U I L D I N G

SUBJECT: Overrun of Project Authorization
16th St.-Central Blvd.(Coquille) Sect.
FAS 250
Contract 6978

Attached is a report on an expected overrun of the project authorization on the subject contract. This project for grading and paving is under contract to S. A. Hutchins & Associates Construction Company of Sutherlin. The original project authorization was $201,941.33. The present anticipated cost is $227,000.98, indicating an overrun of $25,059.65 or 12.41%.

The major reason for this overrun is additional work required to repair an embankment. The embankment was constructed in the area of a creek channel. The underlying foundation in this area is a weak, deeply silted flood plain. A section of embankment failed and remedial work to correct the failure was required. This involved an overrun of the bid items for special borrow excavation and special rock borrow excavation, in addition to extra work orders for relocation of the channel change, refinishing the subgrade and additional base rock. An overrun in the engineering occurred because of the additional work described above.

It is recommended that the project authorization be increased by $25,059.65.

A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan,
Construction Engineer

By John A. Bond
John A. Bond,
Staff Assistant

JAB-DES:nn
Encs.
cc: L. H. Young

Bently has approved extra funds
JFK

RECEIVED
AUG 4 - 1967
OFFICE OF
STATE HIGHWAY ENGINEER

S-555(1)

Form E-272 (Rev. 10-66)

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project 16th St.-Central Blvd. (Coquille) Date July 31, 1967

Highway FAS 250 Contract No. 6978

County Coos Kind of Work Grading and Paving Contractor S.A.Hutchins & Assoc. Const.

	Authorized	Estimated
Contract Amount	$ 178,553.41	$ 193,664.91
Anticipated Items	950.00	2,100.00
Contingency (4½%)	8,077.65	11,353.26
Engineering	14,360.27	19,882.81
Credits		
PROJECT COST	$ 201,941.33	$ 227,000.98

NET INCREASE $ 25,059.65 or 12.41%

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)

		Expected Amount	Net Change
(C)	Bid Item #3-Special Borrow Exc. Unclass 133,300 CY @ $0.68=	$90,644.00	$+ 9,044.00
(C)	Bid Item #4-Special Rock Borrow Exc. 5,719 CY @ 3.00=	17,157.00	+ 4,557.00
(A)	EWO #1-Flagging	2,100.00	+ 1,350.00
(U)	EWO #2-Refinishing subgrade	612.19	+ 612.19
(U)	EWO #3-Relocating Channel Change	4,278.89	+ 4,278.89
(U)	PA #1-4"-1" Stone base	1,572.00	+ 1,572.00
(U)	Allowance for future contingencies	4,890.18	+ 4,890.18

APPROVED BY STATE HIGHWAY COMMISSION
DATE 8-29-67

Principal reasons for overruns (Continue on reverse side): Extra work to construct counter balance Lt. of Sta. 11+50 to Sta. 15+25. Fill foundation in creek channel failed due to instability of underlying materials.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by /s/ J. E. HOLLAND
Resident Engineer

Noted by
Construction or Bridge Engineer

Confirmed by /s/ CARL M. WILLIAMS
Division Engineer

Noted by
Assistant Deputy or State Highway Engineer

STATE COPY

Form Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
4-66		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY
5 6978	(PPM 21-7)	Coos
4-18-67		PROJECT NO. S-555(1) Safety

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

16th St.-Central Blvd. (Coquille) Section, FAS 250.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-19-66	0.377
OTHER (Specify)		

FUNDS

Pro Rata 63.50

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 197,233.00	$ 125,240.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By M K Laboe

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

A. W. PARSONS, Division Engineer

By L. R. Backlund
(Division Engineer)

L. R. Backlund, Administrative Manager

Date executed by Division Engineer APR 1 0 1967

Oregon State Highway Department

Federal-Aid
Project No. S-555(1) Safety

16TH ST.-CENTRAL BLVD. (COQUILLE) SECTION

OF FAS 250 IN COOS COUNTY

Project Agreement Estimate.

Salem, Oregon, April 7, 1967

Type Code 6201
Roadway (Sta. 0+29 to Sta. 20+18.65)(Contract No. 6978)

Clearing and Grubbing	All Required			$ 6,500.00
General Excavation, Unclass.	12,000	cu.yd.	$ .55	6,600.00
Special Borrow Excavation, Unclassified	120,000	cu.yd.	.68	81,600.00
Special Rock Borrow Excavation	4,200	cu.yd.	3.00	12,600.00
Finishing Roadbed and Slopes	0.38	mile	32.00	12.16
Rounding Cutbanks	800	lin.ft.	.20	160.00
Trench Excavation	580	cu.yd.	2.50	1,450.00
Special Backfill in Drains	26	cu.yd.	7.50	195.00
Watering	220	M-gal.	3.00	660.00
3/4" - 0 Material in Base	1,000	cu.yd.	3.50	3,500.00
Stone Base	7,700	cu.yd.	3.00	23,100.00
3/4" - 0 Aggregate in Prime Coat	45	cu.yd.	10.25	461.25
RC-250 Asphalt in Prime Coat	7	ton	75.00	525.00
Class "B" Asphalt Concrete	1,600	ton	10.25	16,400.00
144-inch Structural Plate Pipe	All Required			14,000.00
12-inch Culvert Pipe	130	lin.ft.	3.50	455.00
18-inch Culvert Pipe	90	lin.ft.	5.50	495.00
8-inch Drain Pipe	250	lin.ft.	2.50	625.00
Concrete Inlets, Type G-1	2	only	220.00	440.00
Extra for A.C. Concrete Approaches	4	only	40.00	160.00
Guard Rail	3,300	lin.ft.	2.55	8,415.00
Extra Guard Rail Posts	16	only	12.50	200.00
				$178,553.41
Flagging (57½% of Contractor's Cost)	All Required			$ 750.00
	Subtotal			$179,303.41
	10% Engr. & Cont.			17,929.59
	Total			$197,233.00

Length of Project - - - - 0.377 Mile
Cost of Roadway Per Mile- $523,164.46

Federal Funds -	$125,240.00
State Funds -	35,996.00
County Funds- -	35,997.00
Total	$197,233.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

16TH ST.-CENTRAL BLVD. (COQUILLE) SECTION

PROJECT NO. S-555(1) SAFETY

NONPARTICIPATING

Utility		
Coos Co. Highway Dept. (Water)	All Required	$200.00

RECEIVED

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEN

S-551-(1)

6978

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 13, 1967

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

S. A. Hutchins and Associates
Construction Co.
P. O. Box 190
Sutherlin, Oregon 97479

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 6978 for grading and paving on the 16th St.-Central Blvd. (Coquille) Section of FAS 250 in Coos County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

Encl.

cc **Reliance Insurance Company**
Portland Office
620 Oregon Bank Building
Portland, Oregon

Jewett, Barton, Leavy & Kern
Failing Building
Portland 4, Oregon

OREGON STATE
HIGHWAY DEPARTMENT

FORM A-180 (3-64)

HIGHWAY DEPARTMENT
INVOICE

NO. 91014

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
4-6-67	CC 1059		506-101-797

Coos County
County Courthouse
Coquille, Oregon 97423

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

Coos County Board of Commissioners

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit			
Partial transfer of advance deposit for the 16th Street-Central Blvd. (Coquille) Section, FAS 250, covered by agreement dated March 8, 1967.			40,400.00
			30,400.00
To be retained (Sept 28, 1965 is prior approval date)			10,000.00

RECEIVED
APR - 7 1967
ENGINEER
COUNTY & CITY DIVISION

ACKNOWLEDGMENT OF [illegible]

By [signature]

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

RECEIVED
JUN 6 - 1967

FOR FILING

C-555 (1)
6978

April 3, 1967

Bid Opening 3

S. A. Hutchins & Associates
Construction Company
P. O. Box 190
Sutherlin, Oregon 97479

Gentlemen:

The State Highway Commission today accepted your proposal for grading and paving on 16th Street and Central Boulevard in Coquille on FAS 250 in Coos County for the sum of $178,553.41 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of Coos County is received and the sum of $40,400.00 is deposited by the County.

Those conditions were fulfilled later in the day and the State Highway Engineer awarded you the project, which has been assigned Contract No. 6978. Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin April 14, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.
L. R. Chandler
J. E. Holland
Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)

FORM E-30 80M 7-64 SP*6228-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 3, 1967

SUBJECT:

To:

Contract No. 6978

Mr. Floyd Query
Secretary

Building

The $44,400 deposit from Coos County has been received for the 16th St. -Central Blvd. (Coquille) Section, Contract No. 6978. Inasmuch as Commission approval was received this date, the contract is ready for award.

L. H. Young
Office Engineer

CRN:ia

cc: Vince Gallagher

NOTED
FLOYD QUERY

NOTED
H. S. COX

March 24, 1967

Coos County Board of Commissioners
Courthouse
Coquille, Oregon 97423

NOTED
P. B. Arensmeier

Gentlemen:

On March 23, 1967, a satisfactory bid was received from S. A. Hutchins and Assoc. Construction Company for constructing the 16th Street-Central Boulevard (Coquille) Section of FAS 250. As per the agreement between the State and County, the following advance deposit is required from the County prior to awarding of a contract.

Bid Items	$178,553.41
Adjusting Utilities	200.00
Flagging	750.00
12½% Engineering & Contingencies	22,437.93
ESTIMATED TOTAL COST.....	$201,941.34

County Advance Deposit:

20% of $201,941.34 = $40,388.27 or say $40,400.00

Please make this advance deposit in the amount of $40,400.00 payable by check or warrant to the Oregon State Highway Commission and forward same to this office.

Very truly yours,

H. S. Cox
County and City Engineer

By

NOTED
HAROLD
REYNOLDSON

Harold Reynoldsen
Planning Engineer

HR:nr
CC: Carlos Van Elsberg

NOTED
RICHARD UNREIN

NOTED
R. H. PRANGE

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

RECEIVED
MAR 15 1967

FOR FI.

5-555 (1)
6478

March 14, 1967

MISC. CONTRACTS and
AGREEMENTS No. 2246

Board of County Commissioners
Coos County Courthouse
Coquille, Oregon 97423

Gentlemen:

Enclosed for your files is a fully executed copy of a finance construction agreement covering the 16th Street-Central Boulevard (Coquille) Section on FAS 250 in Coos County.

A fully executed copy of this agreement has been sent to the City of Coquille, and a fully executed copy has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

lmr
Enclosure

cc: H. S. Cox
Attn: D. N. Harwell
(Conformed Copy)

NOTED
H. S. COX

NOTED
P. B. Arensmeier

RECEIVED
MAR 8 - 1967
ENGINEER
COUNTY & CITY DIVISION

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: County and City Division

SUBJECT: Federal Aid Project No. S-555(1)

Highway No. FAS 250 (Coquille-Fairview Road)

Project Name 16th Street-Central Blvd. (Coquille) Section

Gentlemen:

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that: (check one)

☑ There has been no displacement of persons from residences, farms, or businesses; or

☐ All displaced persons have been tendered all assistance possible and given all available information to assist in re-establishment in residence, farm, or business.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Dated at Coquille, Oregon, this 6th day of March, 1967.

City of Coquille, by and through its City Officials

Billy E. Nelson
Mayor

J. F. Hall
Recorder

NOTED
HAROLD REYNOLDSON

Coos County

Walter Barton
Chairman

William L. Bradley
Commissioner

Lonnie Chas Elsberg
Commissioner

(11/29/66)

Copy to John Oaks
3/8/67 HR

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

(12-7-66 150)

RECEIVED
FEB 17 1967
ENGINEER
COUNTY & CITY DIVISION

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: County and City Relations Division

Subject: Federal Aid Project No. FAS 250

Highway No. Coquille-Fairview (County #9)

Project Name 16th St--Coos Bay--Roseburg

NOTED
P. B. Arensmeier

Gentlemen:

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

*2. ~~We hereby certify that there has been no displacement of persons from residences, farms, or businesses.~~

*3. We hereby certify that all displaced persons have been tendered all assistance possible and given all available information to assist in re-establishment in residence, farm, or business.

Dated at Coquille, Oregon, this 16th day of February, 19 67.

_____ County by its
Board of County Commissioners

Chairman

Commissioner

Commissioner

A revised form will be submitted for both the city and county to sign when we send them the agreement

*Certify either paragraph 2 or 3.

NOTED
HAROLD REYNOLDSON

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

NOTED
R. H. PRANGE

RECEIVED
FEB 17 1967
OREGON
STATE HIGHWAY COMMISSION

FAS 250
Coos Co

COOS COUNTY

HIGHWAY DEPARTMENT

P. O. BOX 566 COQUILLE, OREGON

NOTED
H. S. COX

Option file # 40095(F)
Prod on Co-City Section as of 2/28/67

Feb. 17, 1967

NOTED
RICHARD UNREIN

State Highway Dept.,
City-County Division
Salem, Oregon

NOTED
P. B. Arensmeier

Dear Cy:

Enclosed are the options covering all the property on the proposed Highway 42 - 16th St. relocation on FA 9, excepting that one to Jack & Alma Gardner. This option had to be sent to Eugene and should be right back. I will forward it to you upon arrival. Also Coos County purchased the Enos Ralph property outright, so I have sent you a copy of the right of way covering this property signed by Coos County.

If you have any question, please call.

Yours truly,

Carlos Van Elsberg
Carlos Van Elsberg
County Roadmaster

Encs: 7

CV:el

Forwarded options to Floyd Scott 2/20/67

Copy to John C. Ks
Owen Turner

RECEIVED
FEB 20 1967
ENGINEER
COUNTY & CITY DIVISION

NOTED
HAROLD REYNOLDSON

NOTED
R. H. PRANGE

Received options for
40095- A G
B H
C
D Coos County

* 40095-A Richard L & Mary Jo Jamsgard ~~(Ben P & Shirley Barton)~~
40095-B Dean E & Charlene Wolgamott
" -C Donald P & Helen F Carver & George W & Frances C Fromm
" -G K E McKay of Coos Bay, Inc.
" -H Leonard & Colleen Scolari
" -D Option signed by Coos co. Commission 2/17/67 for strip of land on each side of the centerline (w/ref to Enos A & Wanda L Ralph property deed as recorded in Book 176, page 310, Coos Co. Record of Deeds)

NOTED
MAINOR C. HOLMES

RECEIVED
JAN 20 1967
FOR FILES

Form CD-121 (11-63) (Prec. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: January 17, 1967

In reply refer to: 08-35-EC/710.17

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project S-555(1)
16th Street - Central Blvd. (Coquille) Section

Mr. Prange's October 31, 1966 letter supplying additional information on the subject project has been reviewed by this office and Region. On the basis of this review, we now can reclassify this project as a "safety" project.

REFERRED TO
Morgan - Cox - Young - Crandall
BY ASST. STATE HWY. ENGR.
1-20-67

NOTED
FILE MATTERS

RECEIVED
JAN 13 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-123X 8ON 5-66

RECEIVED
JAN 18 1967
FOR FILE

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
VALE
DAVID B. SIMPSON, MEMBER
PORTLAND

S 122 (1)

C 171

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 16, 1967

Coos County Highway Department
P.O. Box 666
Coquille, Oregon

ATTENTION: Mr. Carlos Van Elsberg
County Roadmaster

Re: Water Line Adjustment
16th Street-Central Blvd. Section (Coquille)
FAS 250
Coos County

NOTED

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of January 4, 1967, have been approved by the State. You are hereby authorized to proceed with the work as of January 16, 1967.

Prior to beginning work, you are requested to do the following:

1. Please contact Mr. G.C. Baker, P.O. Box 606, Coquille, Oregon 97423, District Maintenance Superintendent, in regard to obtaining a permit for crossing or relocating on State Highway right of way.

2. Contact Mr. B.D. Johnson, Resident Engineer, P.O. Box 336, Coquille, Oregon 97423, at least three days prior to beginning work so that your work may be coordinated with that of the State's contractor.

Reimbursement for the work performed on or subsequent to January 16, 1967, in the amount of $171.96 will be made in accordance with Paragraph 7g (3) of PPM 30-4 dated October 15, 1966 upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in the bill.

Very truly yours,

F.D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T.W. Litchfield
Utilities Liaison Engineer

JMC:sg

cc: F.B. Klaboe
L.H. Young (2)
C.H. Maison
L.R. Chandler
B.D. Johnson
G.C. Baker
J.E. Holcomb

RECEIVED
JAN 17
OFFICE OF
THE HIGHWAY ENGINEER

12/23/66
(date)

FEB #12-a

RECEIVED
DEC 29 1966
ENGINEER
COUNTY & CITY DIVISION

NOTED
H. S. COX

NOTED
RICHARD UNREIN

Coos County Board of Commissioners
Courthouse
Coquille, Oregon

NOTED
P. B. Arensmeier

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310). Retain the second copy for your records.

NOTED
DON HARWELL

Highway FAS 250 FAS-C

Section 16th Street-Central Boulevard (Coquille): Grade & Pave

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

NOTED
HAROLD REYNOLDS

12-28-66
(date)

By _____

By Charles W. McKaffy
Commissioner

By Walter Barkdoll
Commissioner

Copy to L.H. Young
attention D Hidings

NOTED
MAINOR C. HOLMES

NOTED
R. H. PRANGE

12/23/66
(date)

FEB #12-b

NOTED
H. S. COX

NOTED
RICHARD UNREIN

Mr. G. W. Ulett
City Manager
City Hall
Coquille, Oregon

NOTED
P. B. Arensmeier

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310). Retain the second copy for your records.

NOTED
DON HARWELL

Highway FAS 250 (Fairview Road)

Section 16th Street-Central Boulevard (Coquille): Grade & Pave FAS-C

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

RECEIVED
DEC 30 1966
ENGINEER
COUNTY & CITY DIVISION

Dec. 28, 1966
(date)

By Gerald W Ulett
CITY MANAGER

NOTED
HAROLD
REYNOLDSON

By _____
Commissioner

NOTED
R. H. PRANGE

Copy to L H Young
attention D Pilcher

By NOTED
MAINOR C. HOLMES
Commissioner

FORM S-30X—80M—1-66 SP°19102-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

December 2, 1966

SUBJECT: 16th Street-Central Boulevard Section
Coos County
FAS 250

To: Mr. L.R. Chandler
Division Engineer
State Highway Department
Roseburg, Oregon

NOTED
H. S. COX

NOTED
P. B. Arensmeier

NOTED
RICHARD UNREIN

ATTENTION: Mr. J.B. Boyd

After some deliberation here, a decision was made to proceed with embankment construction on the subject project on a calculated risk basis.

Coos County and the City of Coquille were notified of this by letter of September 30 from H.S. Cox. It is now apparent you did not receive a copy of this letter. Accordingly, one is attached hereto.

F.D. Morgan
Construction Engineer

By ORIGINAL SIGNED by G. L. DECKER

G.L. Decker
Assistant Construction Engineer

GLD:sg

Attachment

cc: H.S. Cox
Ed Johnson
B.D. Johnson

RECEIVED
DEC 5 - 1966
ENGINEER
COUNTY & CITY DIVISION

NOTED
HAROLD
REYNOLDSON

NOTED
R. H. PRANGE

NOTED
DON HARWELL

NOTED
P. B. Arensmeier

FAS 250

October 31, 1966

Mr. Tod Dec
Engineering Coordinator
Bureau of Public Roads
477 Cottage St. N.E.
Salem, Oregon

NOTED
H. S. COX

NOTED
RICHARD UNREIN

Dear Sir:

Reference is made to your deferral of the above section as a safety project pending justification under the last sentence of paragraph 2f-PPM 21-16.

In the first instance this cannot be considered as "a project involving construction of a new route..." and should therefore be definitely recognized as a realignment of a hazardous section of an existing route. The purpose of the realignment is to eliminate 0.5 miles of narrow roadway with steep adverse grades and one right-angle turn within a heavily built-up residential area containing two schools.

Secondly, traffic accident records show a total of 27 accidents including 21 intersectional and 6 non-intersectional accidents from 1961 through the first eight months of 1966 on the existing traveled route. The most critical and hazardous point is the Central Boulevard (Coos Bay-Roseburg Highway)-10th Street intersection where 16 reported accidents occured during this period. It is anticipated that the realignment of FAS-250 will reduce traffic accidents not only at this intersection but along the entire route within the city limits of Coquille. (See attached traffic accident data).

Thirdly, traffic counts on the existing route show a 1965 ADT ranging from 2600 near the intersection of Central Boulevard and 10th Street to 1100 at the northerly city limits with 15% heavy logging trucks. Traffic estimates indicate that the new alignment will remove over 50% of the traffic including practically all log trucks from the present route and will provide a less hazardous alignment and a safer connection to the Coos Bay-Roseburg Highway. (See attached traffic count data).

NOTED
R. H. PRANGE

NOTED
HAROLD
REYNOLDSON

NOTED
DON HARWELL

Lastly, this particular realignment project was submitted by Coos County as the No. 1 priority safety improvement project in its Safety Inventory Report dated February 23, 1966, which was included in our Highway Safety Improvement Inventory of Hazardous Locations dated May, 1966, (See attached Coos County inventory report for FAS 250).

Very truly yours,

E. S. Cox
County and City Engineer

By

Robert H. Prange
Field Engineer

RHP:tr
Attn.

cc: F. B. Klaboe
E. N. Cleave

Monthly Transaction No.

FORM PR-48 (REV. 4-62)

10-57 - S-555(1)
10-58 - S-389(2)
10-59 - SU-466(7)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR PROGRAM APPROVAL
(PPM 21-1)

STATE HIGHWAY DEPARTMENT	DATE
Oregon	10/19/66

BY *(Signature)*: Mr. Young's 10/4 & 10/17 letters

TITLE:

\SS OF FEDERAL FUNDS: Secondary

SYSTEM *(Check one applicable)*: ☐ FAI ☐ FAP ☐ FAU ☒ FAS

PROGRAM SUMMARY

STAGE 1 ITEM NOS. ____ THRU ____				STAGE 2 ITEM NOS. 960 THRU 962			FEDERAL FUNDS
PROJECT CLASS	NO. OF ITEMS	LENGTH *(Miles)*	TOTAL EST. COST	NO. OF ITEMS	LENGTH *(Miles)*	TOTAL EST. COST	
HPS							
RWY-HWY							
HIGHWAY				3	2.767	$5,080,000	$3,178,000
TOTALS AS SUBMITTED							
TOTALS AS PROVED				3	2.767	5,080,000	3,178,000

REMARKS

Item	Project	Location
960	S-555(1)	16th St-Central Blv (Coquille)
961	S-389(2)	Pansch Rd RR/o'xing
962	SU-466(7)	Tualatin Valley Hwy Progress Section

NOTE: Item 961 qualifies as a Safety project. Item 960, in view of the comments on page 18 of Report No 170((House of Representatives) will be deferred from a "Safety" classificati pending justification under the last sentence of paragraph 26, PPM 21-16.

RECOMMENDED

DATE:

SIGNATURE:

TITLE:

EXCEPTIONS AND REMARKS *(Use additional sheets if required)*

RECEIVED
OCT 24 1966
ENGINEER
COUNTY & CITY DIVISION

APPROVED

DATE: 10/19/66

SIGNATURE: T. Dec

TITLE: Engineering Coordinator

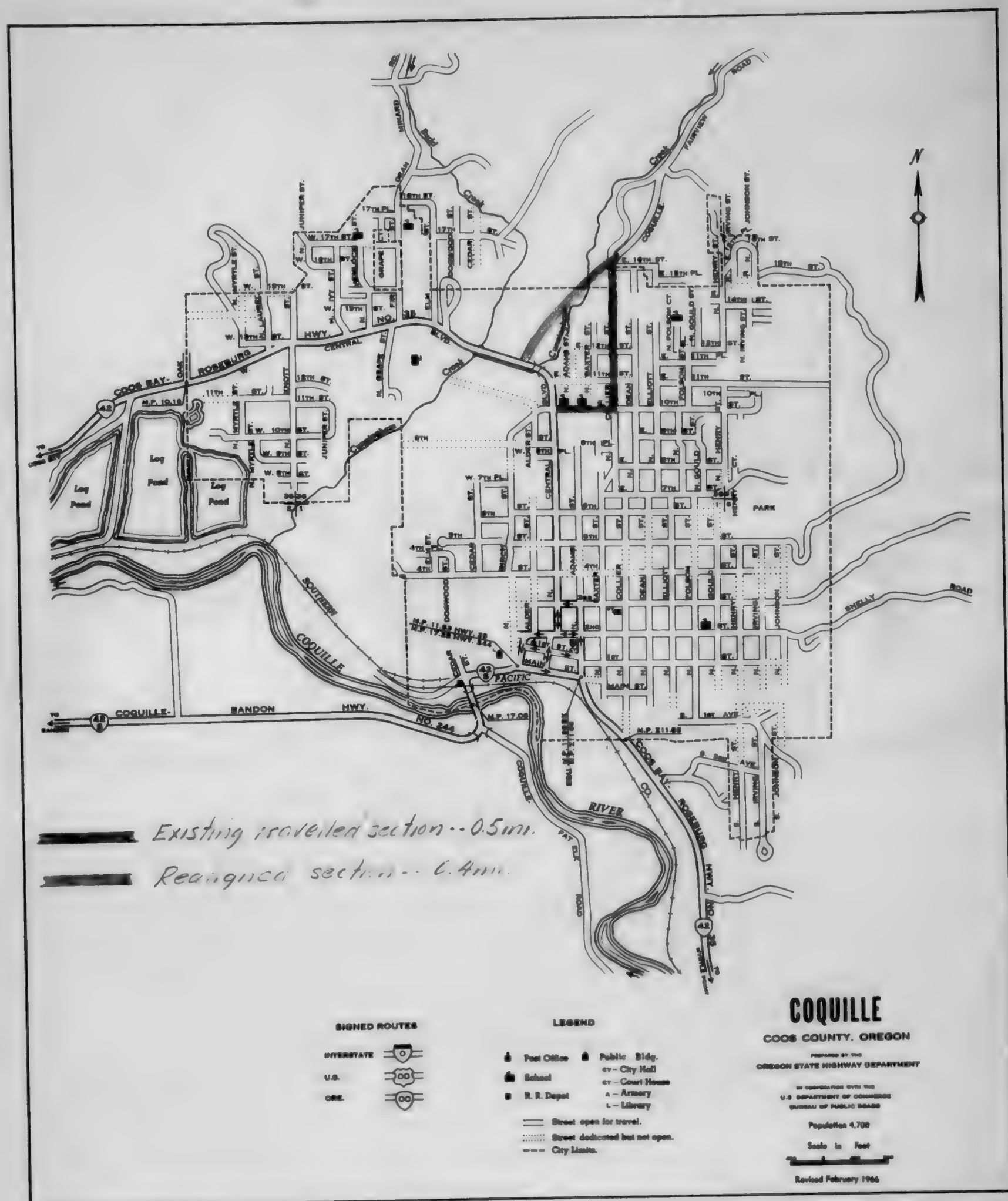
EXCEPTIONS AND REMARKS *(Use additional sheets if required)*

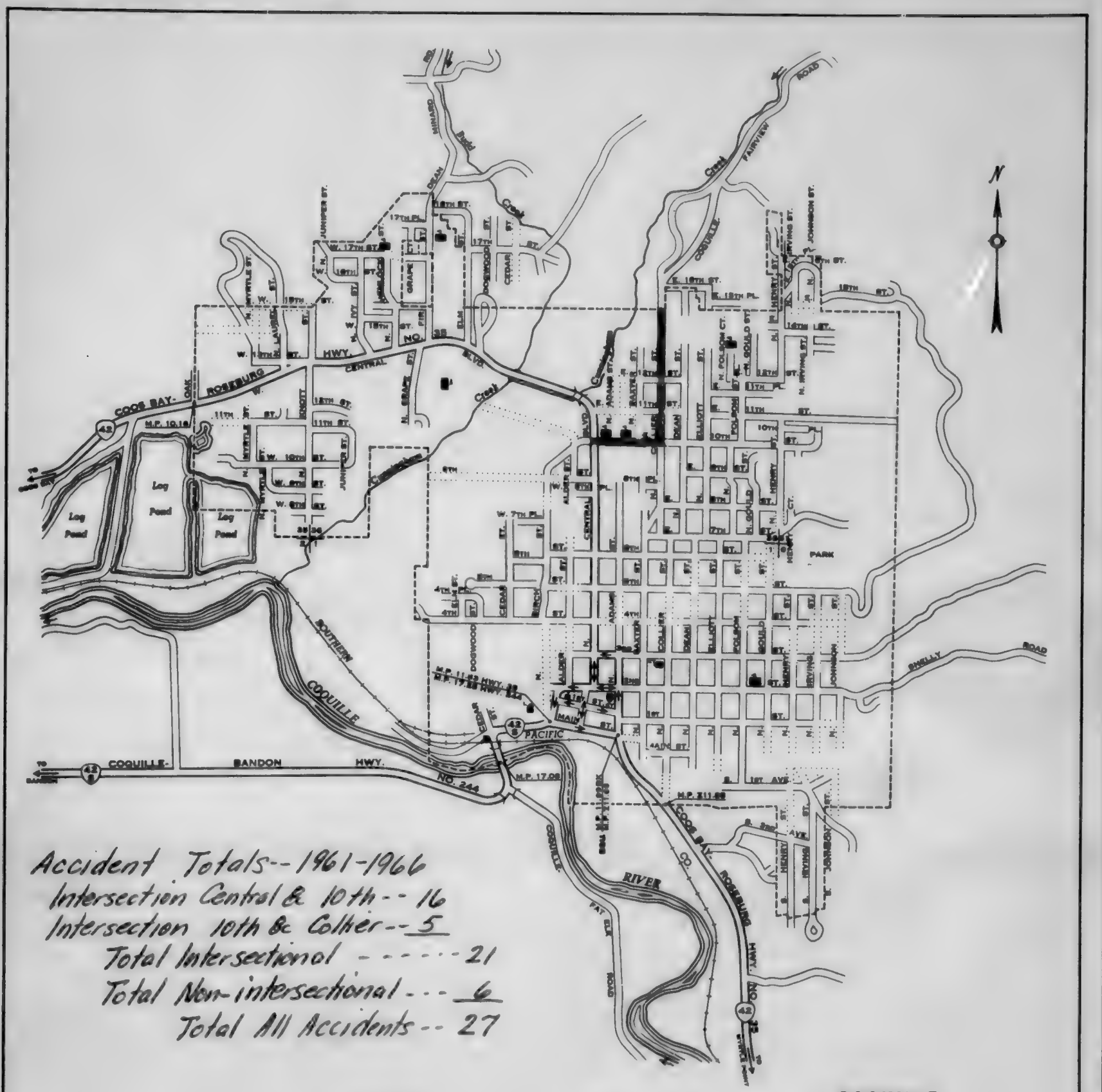
You are authorized to proceed with utility and railroad preparatory work on Item 962. Incidental construction and your determination of railroad benefits are satisfactory.

You are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above projects in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for these projects are lower than the minimum design standards as approved March 23, 1966, this office should be notified of such proposed exceptions and reason thereof.

USCOMM-DC 41180-P62

PREVIOUS EDITIONS OF THIS FORM MAY BE USED


N
COQUILLE ROAD
Creek
FAIRVIEW
JOHNSON ST.
IRVING ST.
HOWARD ST.
N. GOULD ST.
N. POLSOM CT.
N. HENRY ST.
N. ADAMS ST.
BATTEN ST.
DEAN
ELLIOTT
POLSOM
HENRY
PARK
ADAMS
COLLIER
BOSWORTH
CEDAR
BIRCH
ALDER ST.
CENTRAL
MAIN ST.
SHELLY ROAD
JUNIPER ST.
MYRTLE ST.
OAK
KNOTT
N. BRACE ST.
CHAPEL
FIR
ELM
DOGWOOD ST.
HOWARD
Drain
Creek
CREEK
HWY.
CENTRAL
ROSEBURG
COOS BAY-
M.P. 10.18
Log Pond
Log Pond
Log Pond
SOUTHERN
COQUILLE
PACIFIC
COQUILLE-
BANDON
HWY.
NO. 244
M.P. 17.09
M.P. 211.69
COOS BAY-ROSEBURG HWY. NO. 42
COQUILLE RIVER
PAT ELK ROAD
Existing travelled section -- 0.5mi.
Realigned section -- 0.4mi.
SIGNED ROUTES
INTERSTATE
U.S.
ORE.
LEGEND
Post Office
School
R. R. Depot
Public Bldg.
CH – City Hall
CT – Court House
A – Armory
L – Library
Street open for travel.
Street dedicated but not open.
City Limits.
COQUILLE
COOS COUNTY, OREGON
PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
Population 4,700
Scale in Feet
Revised February 1966



Accident Totals -- 1961-1966

Intersection Central & 10th -- 16

Intersection 10th & Collier -- 5

Total Intersectional ------ 21

Total Non-intersectional --- 6

Total All Accidents -- 27

OREGON STATE HIGHWAY DEPARTMENT — TRAFFIC ENGINEERING DIVISION

Urban Motor Vehicle Accident Listing

LOCATION

City Coquille
Street 10th St. - Collier St.
Hwy.No. ____ Rte.No. ____
From Central Blvd. (Hwy. 35)
To E. 16th St.
Period Covered:
1-1-61 to 8-31-66

	COLLISION TYPE													CLASSIF.					
	Angle	Head-on	Rear-end	Sideswipe Meeting	Sideswipe Overtaking	Turning	Parking	Non-Collision	Fixed Object	Pedestrian	Backing	Miscellaneous	ALL COLLISIONS	Fatal	Non-Fatal	Prop. Damage	Persons Killed	Persons Injured	REMARKS
All Accidents																			
1961													4		1	3		1	
1962													7		1	6		1	
1963													3			3			
1964													5		1	4		2	
1965													7		2	5		4	
8 mos. 1966													1		1			1	
Grand Total													27		6	21		9	

OREGON STATE HIGHWAY DEPARTMENT — TRAFFIC ENGINEERING DIVISION

Urban Motor Vehicle Accident Listing — 10-27-66 BC

LOCATION

City Coquille
Street 10th St.-Collier St.
Hwy.No.____ Rte.No.____
From Central Blvd.
To E. 16th St.
Period Covered:
1-1-61 to 8-31-66

	COLLISION TYPE														CLASSIF.					
	Angle	Head-on	Rear-end	Sideswipe Meeting	Sideswipe Overtaking	Turning	Parking	Non-Collision	Fixed Object	Pedestrian	Backing	Miscellaneous	ALL COLLISIONS	Fatal	Non-Fatal	Prop. Damage	Persons Killed	Persons Injured	REMARKS
Intersectional																			
1961													4		1	3		1	
1962													6		1	5		1	
1963													1			1			
1964													4		1	3		2	
1965													5		1	4		2	
8 mos. 1966													1		1			1	
Total													21		5	16		7	
Non-Intersectional																			
1961	No Accidents																		
1962													1			1			
1963													2			2			
1964													1			1			
1965													2		1	1		2	
8 mos. 1966	No Accidents																		
Total													6		1	5		2	

OREGON STATE HIGHWAY DEPARTMENT — TRAFFIC ENGINEERING DIVISION

Urban Motor Vehicle Accident Listing 10-27-66 BC

LOCATION

City Coquille
Street 10th St.-Collier St.
Hwy.No. ____ Rte.No. ____
From Central Blvd.
To E. 16th St.
Period Covered:
1-1-61 to 8-31-66

	COLLISION TYPE														CLASSIF.					
	Angle	Head-on	Rear-end	Sideswipe Meeting	Sideswipe Overtaking	Turning	Parking	Non-Collision	Fixed Object	Pedestrian	Backing	Miscellaneous	ALL COLLISIONS	Fatal	Non-Fatal	Prop. Damage	Persons Killed	Persons Injured	REMARKS
Intersectional																			
1961													4		1	3		1	
1962													6		1	5		1	
1963													1			1			
1964													4		1	3		2	
1965													5		1	4		2	
8 mos. 1966													1		1			1	
Total													21		5	16		7	
Non-Intersectional																			
1961	No Accidents												1			1			
1962													2			2			
1963													1			1			
1964													2		1	1		2	
1965																			
8 mos. 1966	No Accidents												6		1	5		2	
Total																			

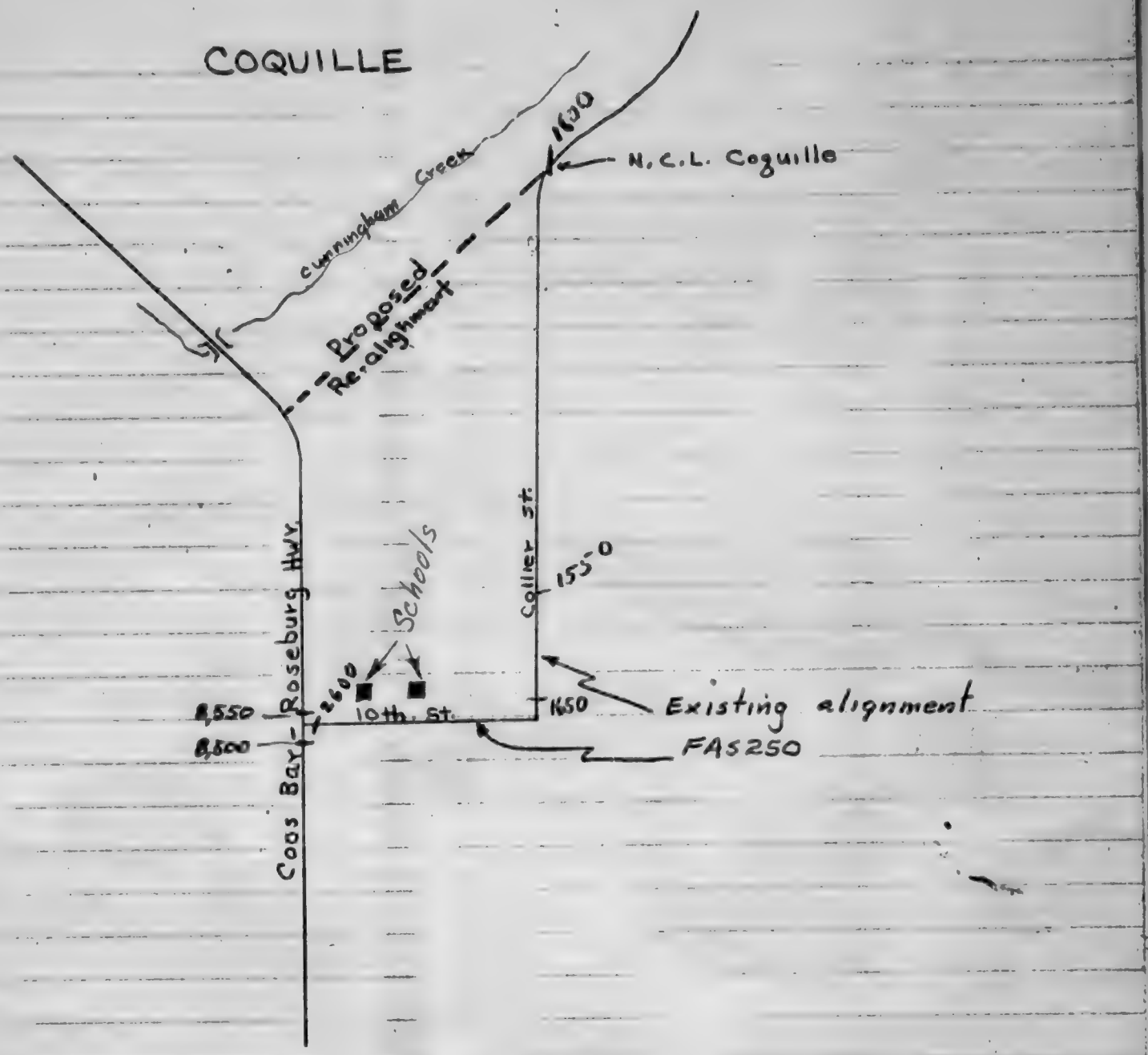
OREGON STATE HIGHWAY DEPARTMENT — TRAFFIC ENGINEERING DIVISION

Urban Motor Vehicle Accident Listing

City Coquille
Street 10th St. at Central & Collier
Hwy.No.____ Rte.No.____
From
To
Period Covered:
1-1-61 to 8-31-66

LOCATION	COLLISION TYPE													CLASSIF.			Persons Killed	Persons Injured	REMARKS
	Angle	Head-on	Rear-end	Sideswipe Meeting	Sideswipe Overtaking	Turning	Parking	Non-Collision	Fixed Object	Pedestrian	Backing	Miscellaneous	ALL COLLISIONS	Fatal	Non-Fatal	Prop. Damage			
Central Blvd. & 10th St.																			
1961													4		1	3		1	
1962													6		1	5		1	
1963													1			1			
1964													2		1	1		2	
1965													2		1	1		2	
8 mos. 1966													1		1			1	
Total													16		5	11		7	
Collier St. & 10th St.																			
1961	No Accidents																		
1962	No Accidents																		
1963	No Accidents																		
1964													2			2			
1965													3			3			
8 mos. 1966	No Accidents																		
Total													5			5			

COQUILLE



1966 Present 1100
1986 Future 1900
15% Trucks with heavy logging

1965 ADT

To Gregg 12/23/65

To Dick Chase 9/27/66
Checked with John H.

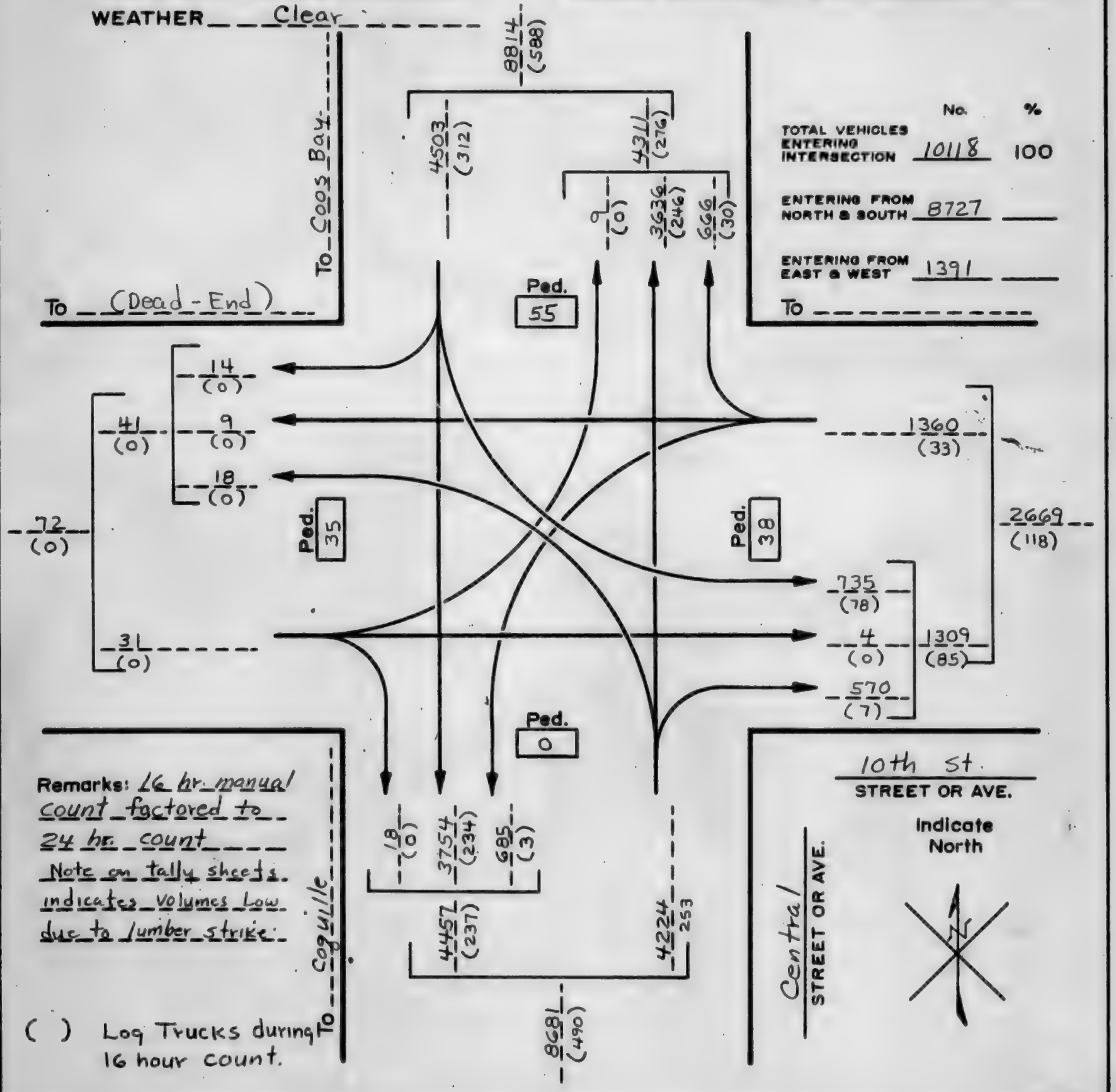
CK

Coos Co.

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE July 29-30, 1963
DAY OF WEEK Mon.-Tues
ACTUAL COUNT (VEH) 16 HRS.
HOURS COUNTED 6AM-10PM
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6AM-10PM
WEATHER Clear

CITY OF Coquille
INTERSECTION OF Central
AND 10th St.
STATION NO.
CODE NO.
CLASSIFICATION All Vehicles



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	10118	100
ENTERING FROM NORTH & SOUTH	8727	
ENTERING FROM EAST & WEST	1391	
TO		

Remarks: 16 hr. manual count factored to 24 hr. count
Note on tally sheets. indicates volumes Low due to lumber strike.

( ) Log Trucks during 16 hour count.

12-58

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division

TRAFFIC COUNT SUMMARY SHEET

Date July 29-30, 1963
Day of Week Mon - Tues.
Remarks

City of
Station or Intersection
Weather
Summarized by

Direction ✓ From North on Central
To East on 10th st.

✓ From East on 10th
To North on Ce

TIME		PASSENGER CARS		Panel and Pickups	TRUCKS					BUSSES	TOTAL ALL VEHICLES	PASSENGER CARS		Panel and Pickups			
					Light	Heavy	With Semi		With Full						Light	Heavy	
		Ore.	For.				Log Empty	Log Loaded	Other			Ore.	For.				
A.M.	6:00- 7:00	4		3			6					13	24		10		
	7:00- 8:00	21		12	1		5					39	23		14		
	8:00- 9:00	12		12		1	2					27	13		3		2
	9:00-10:00	8		6	1	1	11					27	16		7	1	
	10:00-11:00	13		2		1	8			3		27	18		7		
	11:00-12:00	13		7		2	11		1			34	15		4	1	
P.M.	12:00- 1:00	22		6			6					34	23		3	1	
	1:00- 2:00	23		2			4					29	33		6		
	2:00- 3:00	25		12	1		11			2		51	37		11		
	3:00- 4:00	51		13			12					76	46		9	2	
	4:00- 5:00	56		14	1							71	35		10	1	
	5:00- 6:00	41		16			1					58	33		10		1
	6:00- 7:00	55		7			1					63	41		9	1	1
	7:00- 8:00	40		14								54	31		3		
	8:00- 9:00	31		5								36	25		3		
	9:00-10:00	27		2								29	32		7		
	10:00-11:00																
	11:00-12:00																
A.M.	12:00- 1:00																
	1:00- 2:00																
	2:00- 3:00																
	3:00- 4:00																
	4:00- 5:00																
	5:00- 6:00																
8 Hour																	
16 Hour		442		133	4	5	78		1	5		668	445		116	7	4
24 Hour																	
		Ore.	For.	P. & P.	Light	Heavy	Semi			Full	Bus.	Total	Ore.	For.	P. & P.	Light	Heavy

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division

TRAFFIC COUNT SUMMARY SHEET

City of Coquille
Station or Intersection Central & 10th St.
Weather Clear
Summarized by CK

Central
10th St.

✓ From East on 10th St.
To North on Central

TRUCKS				BUSSES	TOTAL ALL VEHICLES	PASSENGER CARS		Panel and Pickups	TRUCKS						BUSSES	TOTAL ALL VEHICLE
With Semi			With Full			Ore.	For.		Light	Heavy	With Semi			With Full		
Log		Other									Log		Other			
Empty	Loaded										Empty	Loaded			5	0
6					13	24		10								
5					39	23		14								34
2					27	13		3		2		1				38
11					27	16		7	1			5				23
8			3		27	18		7				2				26
11		1			34	15		4	1			1				26
6					34	23		3	1			2				22
4					29	33		6				3	1			31
11			2		51	37		11				3				42
12					76	46		9	2			1				49
					71	35		10	1			3			1	61
1					58	33		10		1		4			1	51
1					63	41		9	1	1		4				48
					54	31		3				1				53
					36	25		3								34
					29	32		7								28
																39
78		1	5		668	445		116	7	4		30	1		2	605
Semi			Full	Bus.	Total	Ore.	For.	P. & P.	Light	Heavy	Semi			Full	Bus.	Total

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division

TRAFFIC COUNT SUMMARY SHEET

Date _____
Day of Week _____
Remarks _____
_____

City of _____
Station or Intersection _____
Weather _____
Summarized by _____

Direction
From North on Central
To South on Central

From South on
To North on

	TIME	PASSENGER CARS		Panel and Pickups	TRUCKS					BUSSES	TOTAL ALL VEHICLES	PASSENGER CARS		Panel and Pickups		
		Ore.	For.		Light	Heavy	With Semi: Log Empty	With Semi: Log Loaded	With Semi: Other	With Full			Ore.	For.	Light	Heavy
A.M.	6:00– 7:00	32		23	1	1	5		1	13		76	67		37	1
A.M.	7:00– 8:00	116		31	4		9		6	3		169	78		30	2	2
A.M.	8:00– 9:00	106		40	7	2	12		1		2	170	76		38	2	9
A.M.	9:00–10:00	117		43	9	5	22		5			201	93		34	5	5
A.M.	10:00–11:00	128		61	2	8	17	1	8	1		226	126		55	11	3
A.M.	11:00–12:00	167		37	2	7	15		10	1		239	163		34	4	3
P.M.	12:00– 1:00	156		44	3	1	25		10	1		240	149		45	3	2
P.M.	1:00– 2:00	177		34	3	6	15		2	1		238	188		31	7	3
P.M.	2:00– 3:00	157		39	4	10	13		3	1	2	229	165		48	7	8
P.M.	3:00– 4:00	192		58	4	12	10		1			277	200		51	5	11
P.M.	4:00– 5:00	229		64		9	13		13	7	3	338	197		54	8	9
P.M.	5:00– 6:00	173		57	3	7	27		12	3	2	284	207		49	4	6
P.M.	6:00– 7:00	140		36		1	19		5	3	1	205	133		36	2	5
P.M.	7:00– 8:00	142		34			29		7		1	213	137		36	1	
P.M.	8:00– 9:00	136		23			2		8	2		171	115		22		
P.M.	9:00–10:00	107		12	1				16	1		137	96		16		
P.M.	10:00–11:00																
P.M.	11:00–12:00																
A.M.	12:00– 1:00																
A.M.	1:00– 2:00																
A.M.	2:00– 3:00																
A.M.	3:00– 4:00																
A.M.	4:00– 5:00																
A.M.	5:00– 6:00																
	8 Hour																
	16 Hour	2275		636	43	69	233	1	108	37	11	3413	2190		616	61	67
	24 Hour																
		Ore.	For.	P. & P.	Light	Heavy	Semi			Full	Bus.	Total	Ore.	For.	P. & P.	Light	Heavy

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division

TRAFFIC COUNT SUMMARY SHEET

City of _____
Station or Intersection _____
Weather _____
Summarized by _____

on Central
on Central

From South on Central
To North on Central

TRUCKS							PASSENGER CARS		Panel and Pickups	TRUCKS						BUSSES	TOTAL ALL VEHICLES
Heavy	With Semi: Log: Empty	With Semi: Log: Loaded	With Semi: Other	With Full	BUSSES	TOTAL ALL VEHICLES	Ore.	For.		Light	Heavy	With Semi: Log: Empty	With Semi: Log: Loaded	With Semi: Other	With Full		
					S O											S O	
1	5		1	13		76	67		37		1	1	3		1		110
	9		6	3		169	78		30	2	2		6	4			122
2	12		1		2	170	76		38	2	9		23	14	3		165
5	22		5			201	93		34	5	5	1	23	8			169
8	17	1	8	1		226	126		55	11	3		13	5	1		214
7	15		10	1		239	163		34	4	3	2	23	8			237
1	25		10	1		240	149		45	3	2		25	6		1	231
6	15		2	1		238	188		31	7	3		20	10	2		261
10	13		3	1	2	229	165		48	7	8		10	13	1		252
12	10		1			277	200		51	5	11		12	8	1		288
9	13		13	7	3	338	197		54	8	9		18	4	2	1	293
7	27		12	3	2	284	207		49	4	6	2	27		1	1	397
1	19		5	3	1	205	133		36	2	5		20	6	1	1	204
	29		7		1	213	137		36	1			10	14			198
	2		8	2		171	115		22			1	5		1		144
			16	1		137	96		16				1	8			121
69	233	1	108	37	11	3413	2190		616	61	67	7	239	108	14	4	3306
Heavy	Semi			Full	Bus.	Total	Ore.	For.	P. & P.	Light	Heavy	Semi			Full	Bus.	Total

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division

TRAFFIC COUNT SUMMARY SHEET

Date _____
Day of Week _____
Remarks _____

City of _____
Station or Intersection _____
Weather _____
Summarized by _____

Direction

From North on Central
To West on 10th St

From West on 10th
To North on Cen

	TIME	PASSENGER CARS		Panel and Pickups	TRUCKS						BUSSES	TOTAL ALL VEHICLES	PASSENGER CARS		Panel and Pickups	T		
							With Semi											
		Ore.	For.		Light	Heavy	Log Empty	Log Loaded	Other	With Full			Ore.	For.		Light	Heavy	Empt
A.M.	6:00– 7:00																	
	7:00– 8:00			1								1	1					
	8:00– 9:00			2						1		3	1					
	9:00–10:00																	
	10:00–11:00																	
	11:00–12:00			1								1	1					
P.M.	12:00– 1:00												2					
	1:00– 2:00	3										3	1					
	2:00– 3:00	1										1						
	3:00– 4:00	1										1						
	4:00– 5:00												1					
	5:00– 6:00																	
	6:00– 7:00																	
	7:00– 8:00																	
	8:00– 9:00	2		1								3	1					
	9:00–10:00																	
	10:00–11:00																	
	11:00–12:00																	
A.M.	12:00– 1:00																	
	1:00– 2:00																	
	2:00– 3:00																	
	3:00– 4:00																	
	4:00– 5:00																	
	5:00– 6:00																	
8 Hour																		
16 Hour		7		5						1		13	8					
24 Hour																		
		Ore.	For.	P. & P.	Light	Heavy	Semi			Full	Bus.	Total	Ore.	For.	P. & P.	Light	Heavy	

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division

TRAFFIC COUNT SUMMARY SHEET

City of _____
Station or Intersection _____
Weather _____
Summarized by _____

h Central
: 10th St

From West on 10th St.
To North on Central

TRUCKS					BUSSES	TOTAL ALL VEHICLES	PASSENGER CARS		Panel and Pickups	TRUCKS						BUSSES	TOTAL ALL VEHICLES
Heavy	With Semi			With Full			Ore.	For.		Light	Heavy	With Semi			With Full		
	Log		Other									Log		Other			
	Empty	Loaded										Empty	Loaded				
						1	1										
				1		3	1										1
																	1
						1	1										
							2										1
						3	1										2
						1											1
						1											
							1										
																	1
						3	1										
																	1

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division

TRAFFIC COUNT SUMMARY SHEET

Date _____
Day of Week _____
Remarks _____
_____

City of _____
Station or Intersection _____
Weather _____
Summarized by _____

Direction 1 — From East on 10th St. — To West on 10th St.

✓ — From West on 10 — To East on 10

	TIME	PASSENGER CARS		Panel and Pickups	TRUCKS					With Full	BUSSES	TOTAL ALL VEHICLES	PASSENGER CARS		Panel and Pickups		
					Light	Heavy	With Semi		Other							Light	Heavy
		Ore.	For.				Empty	Loaded					Ore.	For.			
A.M.	6:00– 7:00																
	7:00– 8:00																
	8:00– 9:00	3										3	2				
	9:00–10:00				1							1					
	10:00–11:00																
	11:00–12:00	1										1					
P.M.	12:00– 1:00																
	1:00– 2:00												1				
	2:00– 3:00																
	3:00– 4:00																
	4:00– 5:00	2										2					
	5:00– 6:00																
	6:00– 7:00																
	7:00– 8:00	1										1					
	8:00– 9:00																
	9:00–10:00												1				
	10:00–11:00																
	11:00–12:00																
A.M.	12:00– 1:00																
	1:00– 2:00																
	2:00– 3:00																
	3:00– 4:00																
	4:00– 5:00																
	5:00– 6:00																
8 Hour																	
16 Hour		7			1							8	4				
24 Hour																	
		Ore.	For.	P. & P.	Light	Heavy	Semi			Full	Bus.	Total	Ore.	For.	P. & P.	Light	Heavy

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division

TRAFFIC COUNT SUMMARY SHEET

City of _____
Station or Intersection _____
Weather _____
Summarized by _____

10th St.
10th St.

From West on 10th St.
✓ To East on 10th St.

TRUCKS							PASSENGER CARS			TRUCKS								
Heavy	With Semi			With Full	BUSSES	TOTAL ALL VEHICLES	Ore.	For.	Panel and Pickups	Light	Heavy	With Semi			With Full	BUSSES	TOTAL ALL VEHICLES
	Log		Other									Log		Other			
	Empty	Loaded										Empty	Loaded				
						3	2										2
						1											
						1											
							1										1
						2											
						1											
							1										1
						8	4										4

Heavy	Semi	Full	Bus.	Total	Ore.	For.	P. & P.	Light	Heavy	Semi	Full	Bus.	Total

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division

TRAFFIC COUNT SUMMARY SHEET

Date _____
Day of Week _____
Remarks _____

City of _____
Station or Intersection _____
Weather _____
Summarized by _____

Direction ✓ From East on 10th st
To South on Central

✓ From South on
To East on

TIME		PASSENGER CARS		Panel and Pickups	TRUCKS						BUSSES	TOTAL ALL VEHICLES	PASSENGER CARS		Panel and Pickups		
					Light	Heavy	With Semi			With Full						Light	Heavy
		Ore.	For.				Log Empty	Log Loaded	Other				Ore.	For.			
A.M.	6:00– 7:00	11		8			1					20	2		1		
	7:00– 8:00	29		20								49	10		8		2
	8:00– 9:00	27		7	2							36	15		2		1
	9:00–10:00	18		7								25	13		4	2	
	10:00–11:00	20		8	1	1						30	16		3	1	
	11:00–12:00	22		3		2						27	25		10		
P.M.	12:00– 1:00	26		6		1	1					34	27		8	1	
	1:00– 2:00	29		7		1			1	1		33	33		7	1	1
	2:00– 3:00	36		8		1						45	16		2		1
	3:00– 4:00	40		7								47	24		4	1	
	4:00– 5:00	41		13		3				1		58	46		8	3	
	5:00– 6:00	34		10	1							45	65		11		
	6:00– 7:00	41		13		1						55	26		11	1	
	7:00– 8:00	43		6								49	23		3		
	8:00– 9:00	31		6			1					38	33		3		
	9:00–10:00	31			1							32	35		1		
A.M.	10:00–11:00																
	11:00–12:00																
	12:00– 1:00																
	1:00– 2:00																
	2:00– 3:00																
	3:00– 4:00																
	4:00– 5:00																
	5:00– 6:00																
8 Hour																	
16 Hour		473		129	5	10	3		1	2		623	409		86	10	5
24 Hour																	
		Ore.	For.	P. & P.	Light	Heavy	Semi			Full	Bus.	Total	Ore.	For.	P. & P.	Light	Heavy

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division

TRAFFIC COUNT SUMMARY SHEET

City of _____
Station or Intersection _____
Weather _____
Summarized by _____

10th St
n Central

From South on Central
✓ To East on 10th St

TRUCKS																				
Heavy	With Semi			With Full	BUSSES	TOTAL ALL VEHICLES	PASSENGER CARS		Panel and Pickups	TRUCKS						BUSSES	TOTAL ALL VEHICLES
	Log		Other				Ore.	For.		Light	Heavy	With Semi			With Full		
	Empty	Loaded										Log		Other			
												Empty	Loaded				
	1					20	2		1								3
						49	10		8		2	1					21
						36	15		2		1	1					19
1						25	13		4	2		2					21
2						30	16		3	1							20
1	1					27	25		10								35
						34	27		8	1							36
			1	1		33	33		7	1	1	3					45
						45	16		2		1						19
						47	24		4	1							29
3				1		58	46		8	3							57
						45	65		11					1			77
1						55	26		11	1							38
						49	23		3								26
	1					38	33		3								36
						32	35		1								36
0	3		1	2		623	409		86	10	5	7		1			518
Heavy	Semi			Full	Bus.	Total	Ore.	For.	P. & P.	Light	Heavy	Semi			Full	Bus.	Total

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division

TRAFFIC COUNT SUMMARY SHEET

Date _____ City of _____
Day of Week _____ Station or Intersection _____
Remarks _____ Weather _____
_____ Summarized by _____

Direction — From West on 10th St. — To South on Central — From South on — To West on

	TIME	PASSENGER CARS		Panel and Pickups	TRUCKS					With Full	BUSSES	TOTAL ALL VEHICLES	PASSENGER CARS		Panel and Pickups		
					Light	Heavy	With Semi		Other							Light	Heavy
		Ore.	For.				Empty	Loaded					Ore.	For.			
A.M.	6:00– 7:00	1										1					
	7:00– 8:00												2				
	8:00– 9:00	1										1					
	9:00–10:00																
	10:00–11:00	1	-	1								2					
	11:00–12:00	2		1								3	2				
P.M.	12:00– 1:00	1										1	1				
	1:00– 2:00																
	2:00– 3:00	2										2			2		
	3:00– 4:00												1				
	4:00– 5:00												1				
	5:00– 6:00												3				
	6:00– 7:00	1										1	1				
	7:00– 8:00	1										1	1				
	8:00– 9:00	2										2	1				
	9:00–10:00	2										2	1				
	10:00–11:00																
	11:00–12:00																
A.M.	12:00– 1:00																
	1:00– 2:00																
	2:00– 3:00																
	3:00– 4:00																
	4:00– 5:00																
	5:00– 6:00																
8 Hour																	
16 Hour		14		2								16	14		2		
24 Hour																	
		Ore.	For.	P. & P.	Light	Heavy	Semi			Full	Bus.	Total	Ore.	For.	P. & P.	Light	Heavy

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division

TRAFFIC COUNT SUMMARY SHEET

City of _____
Station or Intersection _____
Weather _____
Summarized by _____

10th St.
Central

From South on Central
To West on 10th St.

TRUCKS						PASSENGER CARS		Panel and Pickups	TRUCKS						BUSSES	TOTAL ALL VEHICLE
With Semi			With Full	BUSSES	TOTAL ALL VEHICLES				Light	Heavy	With Semi			With Full		
Log		Other				Ore.	For.				Log		Other			
Empty	Loaded										Empty	Loaded				
					1											
						2										2
					1											
					2											
					3	2										2
					1	1										1
					2			2								2
						1										1
						1										1
					.	3										3
					1	1										1
					1	1										1
					2	1										1
					2	1										1
					16	14		2								16
Semi			Full	Bus.	Total	Ore.	For.	P. & P.	Light	Heavy	Semi			Full	Bus.	Total

Form E-46—2M

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

Date: July 29-30, 1963
Day of week: Mon. - Tues.
Hours counted: 6AM - 10PM
Weather: Clear
Classification: All Vehicles

	TIME	SUMMARY BY MOVEMENTS													From North and South	Per Cent of Total	From East and West	Per Cent of Total
		North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL				
A.M.	6:00- 7:00	13	34			76	110			20	3	1		257	202	79	55	21
	7:00- 8:00	39	38	1	1	169	122			49	21		2	442	354	80	88	20
	8:00- 9:00	27	23	3	1	170	165	3	2	36	19	1		450	384	85	66	15
	9:00-10:00	27	26			201	169	1		25	21			470	418	89	52	11
	10:00-11:00	27	26			226	214			30	20	2		545	487	89	58	11
	11:00-12:00	34	22	1	1	239	237	1		27	35	3	2	602	548	91	54	9
P.M.	12:00- 1:00	34	31		2	240	231			34	36	1	1	610	542	89	68	11
	1:00- 2:00	29	42	3	1	238	261		1	33	45			653	576	88	77	12
	2:00- 3:00	51	49	1		229	252			45	19	2	2	650	554	85	96	15
	3:00- 4:00	76	61	1		277	288			47	29		1	780	672	86	108	14
	4:00- 5:00	71	51		1	338	293	2		58	57		1	872	760	87	112	13
	5:00- 6:00	58	48			284	297			45	77		3	812	719	89	93	11
	6:00- 7:00	63	53			205	204			55	38	1	1	620	511	82	109	18
	7:00- 8:00	54	34			213	198	1		49	26	1	1	577	492	85	85	15
	8:00- 9:00	36	28	3	1	171	144			38	36	2	1	460	391	85	69	15
	9:00-10:00	29	39			137	121		1	32	36	2	1	398	324	81	74	19
A.M.	10:00-11:00																	
	11:00-12:00																	
	12:00- 1:00																	
	1:00- 2:00																	
	2:00- 3:00																	
	3:00- 4:00																	
	4:00- 5:00																	
	5:00- 6:00																	
	24-Hour total	735	666	14	9	3754	3636	9	4	685	570	18	18	10118	8727	86	1391	14
	16-Hour total	668	605	13	8	3413	3306	8	4	623	518	16	16	9198	7934	86	1264	14
	__-Hour total																	
	Control																	
	Factor																	

Central St. is North and South

10th St. is East and West

Tabula
Compu
Check
Check

STATE PRINTING DEPT.

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

City of Coquille

Intersection Central & 10th St.

Station number

Code number

Classification All Vehicles

South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	ENTERING VOLUMES SUMMARY BY LEGS: From North	From East	From West	From South	PEDESTRIANS USING CROSSWALKS: North	East	West	South
3	1		257	202	79	55	21	89	54	1	113				
21		2	442	354	80	88	20	209	87	1	145	4	2	2	
19	1		450	384	85	66	15	200	62	4	184	2	2	3	
21			470	418	89	52	11	228	52		190	2	2	1	
20	2		545	487	89	58	11	253	56	2	234	4			
35	3	2	602	548	91	54	9	274	50	4	274	6	6	6	
36	1	1	610	542	89	68	11	274	65	3	268	3	4		
45			653	576	88	77	12	270	75	2	306	8	4	4	
19	2	2	650	554	85	96	15	281	94	2	273	3	3	5	
29		1	780	672	86	108	14	354	108		318	1	1		
57		1	872	760	87	112	13	409	111	1	351		2	1	
77		3	812	719	89	93	11	342	93		377	3	1	1	
38	1	1	620	511	82	109	18	268	108	1	243	5	4	6	
26	1	1	577	492	85	85	15	267	84	1	225		2	3	
36	2	1	460	391	85	69	15	210	66	3	181	4	5	3	
36	2	1	398	324	81	74	19	166	71	3	158	4			
570	18	18	10118	8727	86	1391	14	4503	1360	31	4224	55	38	35	—
518	16	16	9198	7934	86	1264	14	4094	1236	28	3840				

uth

Vest

Tabulated by CK

Computed by

Checked by

Checked by

LOCAL FEDERAL AID SECONDARY SYSTEM
SAFETY IMPROVEMENT PROGRAM
Inventory Report

County Coos Date 2-23-66

FAS 250 Road Name Coquille-Fairview County Road

Hazardous Location (by mile point) 0-0.5 miles from Hywy #42

Basis of Determination:

Visual Inspection: Yes x No____

Accident Record: Yes x No____

(If yes, give number of accidents: numerous)

Type of Hazard:

Sharp Curve x Blind Vertical x

Dangerous Intersection X Railroad X'ing____

Narrow Road x Narrow Bridge____

Other____

Type of Correctional Improvement Required: re-alignment

(New Construction)

Priority Rating for Improvement No. 1

Date of Improvement (year) 1966

Estimated Cost $ 250,000

County Funds: Yes x No____

FAS Funds: Yes x No____

In addition to previous inventory reports.

RECEIVED
FEB 25 1966
ENGINEER
COUNTY & CITY DIVISION

(12/24/65)

NOTED
[illegible]

NOTED
RICHARD UNREIN

NOTED
H. S. COX

Copies to
10-3-66
Klabee
Chandler
Morelock

September 30, 1966

Coos County Board of Commissioners
Courthouse
Coquille, Oregon

Gentlemen:

In the matter of the 16th Street-Central Boulevard (Coquille) Section, FAS 250 (Fairview Road), Coos County, this office has just been advised by the department's soil people that soils between stations 1 and 12 are very unstable and varying degrees of settlement will occur during and after construction of this section.

When and if the McKay store is built, their construction will tend to stabilize the area from stations 1 to 5. It is also well to note that in this area the fill is relatively low which tends to enhance success of the proposed construction.

The area from station 5 to 12 is the section causing greatest concern as the fill here reaches a height of 35 feet and failure from excessive subsidence may occur during construction or at a later date. I have taken the liberty to advise Mr. Morelock, our chief locating engineer, that this job is already so expensive that additional right-of-way in this area to accommodate counter-balance fills would, in my opinion, run the cost so high as to be prohibitive. Mr. Morelock agrees with this approach and is of the opinion that building on the presently proposed right-of-way is a calculated risk, but should be pursued til project completion or until actual failure occurs.

Should failure occur, property outside the right-of-way might well raise somewhat in elevation. This, of course, might set the stage for damage suits; however, it is our thinking that, other than drainage damage which would of a necessity be taken care of immediately, as long as this land is used for pasture, as is presently the case, a raise in elevation might even enhance its use.

This project is presently scheduled for bid opening November 18, 1966; however, this is contingent on right-of-way acquisition in advance of advertising.

NOTED
HAROLD REYNOLDSON

In summary, it may be stated that we would propose to proceed as planned but we do feel that both County and City should be informed as to possible complications that might arise either during or after construction.

Very truly yours,

Forrest Cooper
State Highway Engineer

By: H. S. Cox
County and City Engineer

NOTED
R. H. PRANGE

NOTED
DON HARWELL

HSC:mm

cc: Mr. Gerald W. Ulett
City Manager, Coquille

September 21, 1966

NOTED
RICHARD UNREIN

Mr. J. F. Hall
City Recorder
City Hall
Coquille, Oregon

Right-of-way
16th Street-Coos Bay-Roseburg Highway Section
FAS 250, Coos County

Dear Mr. Hall:

Herewith are a print of the construction plans, options, and two prints of the right-of-way map covering the City of Coquille portion of subject project.

Options for the G. W. and F. C. Frava and the Leonard and Colleen Scolari properties, a portion of which lies within the city limits of Coquille, were sent to the Coos County Board of Commissioners on this date. It is presumed that the City of Coquille will cooperate with the County in the acquisition of these two properties.

We regret to inform you that due to shortage of funds and pressing needs for expenditures on the backlog of deficiencies on the highway system, we cannot as indicated earlier, participate in the acquisition of right-of-way and on the construction of subject project relating to the connection to the Coos Bay-Roseburg Highway.

Very truly yours,

H. S. Cox
County and City Engineer

By NOTED
HAROLD
REYNOLDSON

Harold Reynoldsen
Engineering Assistant

[redacted]
Att.

cc: Carlos Van Kleberg, County Engineer

NOTED
DON HARWELL

NOTED
P. B. Arensmeier

MEMO TO R. N. CHASE Date Sept. 8, 1966

FAS 250, COOS COUNTY: 16th Street--Coos Bay-Roseburg Hwy. SECTION

TERMINI: From a county road junction adjacent to the north city limits of Coquille southerly to FAP 14.

PROPOSED WORK: Grade, base, and place asphaltic concrete pavement.

NOTED
H. S. COX

PROJECT LENGTH: 0.373 mile.

COSTS:	TOTAL	FEDERAL	STATE	COUNTY	OTHER
CONSTRUCTION	$260,000	$156,000	$52,000	$52,000	

EXISTING FACILITIES: Surveyed line. All new alignment not adjacent to previous route.

ADJACENT SECTIONS:
[redacted]/EAST END: 22' bituminous surface, 4' shoulders.

[redacted]/WEST END: FAP 14.

PROJECT DATA: Two 12' lanes asphaltic pavement, two 8' paved shoulders. Maximum curve 5°, maximum grade +5%. Alternate design for Cunningham Creek culvert, either 144' structural plate or 10'X10' R.C.B.C.

RIGHT-OF-WAY: Minimum 130'.
ACCESS CONTROL: None.

RR XING: None.
MINIMUM DESIGN STANDARDS: No exceptions.

SYSTEM ACTION Has been completed.
PUBLIC HEARING: Has been offered, not required.

NOTED
HOWARD CHRISTENSEN

UNUSUAL OR COMPLICATED SITUATIONS: None.

ROUTE DATA: Serves rural area, large farms, dairying and cattle raising. Considerable log hauling. Mail route and school bus routes.

NOTED
R. H. PRANGE

VRJ:mm

NOTED
HAROLD REYNOLDSON

NOTED
V. R. JONES

NOTED
DON HARWELL

FORM E-30X—50M—2-66 SP°23500-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 31, 1966

To: Mr. L. W. Riley
Right of Way Supervisor
P. O. Box 1128
Roseburg, Oregon

SUBJECT: OPTIONS
Coos Bay-Roseburg-16th St. Sec.
Coquille-Fairview County Road
Coos County

Attached you will find three original option forms in sextuplet covering right of way and easements to be acquired in connection with Coos Bay-Roseburg Highway-16th Street Section of the Coquille-Fairview County Road in Coos County. Access is controlled to the Coos Bay-Roseburg Highway.

Please send cost estimates for programming purposes to John Oakes. Appraise and negotiate when appraisals have been reviewed.

You will note that two of these files 40092 and 93 are for right of way for the Coos Bay-Roseburg Highway and the County Road. The County and City have agreed to pay their proportionate share of the right of way cost. The appraisals should be broken down to show the cost of the property being acquired for the County and for the City. We understand that either the County or the City, or both, will negotiate for the right of way we have set up as files 40095-A to F. They are to make their own appraisals on 40095.

Whomever negotiates for the channel change and random fill easement should take into consideration that the channel is being changed and no provision is made in the present design of the County Road for the water to remain in the channel to reach the irrigation pumps as presently located. Where the channel of the Creek was changed away from the owners' property, the owners should consent to the channel change.

Enclosed for your information are copies of the Authorization list and Mr. Barbee's letter of August 16, 1966.

We are forwarding under separate cover five prints of map No. 2B-36-1 covering this area and bearing our date of August 17, 1966.

RECEIVED
SEP 1 1966
ENGINEER
COUNTY & CITY DIVISION

NOTED

File No.	Name	Area	
40092	Leonard Scholari, et ux	0.3 Acre	P 1
		3.75 "	P 2
		1.0 "	P 3
		0.01 "	P 4
		0.10 "	P 5
40093	E. E. McKay of Coos Bay, Inc.	0.37 "	P 1
		0.34 "	P 2
40094	Catherine Bates	0.03 "	

EARL F. SALING
Right of Way Office Manager

EFS:jm
encs. 3 Options-Auth. list
copy of Letter

cc: M. S. Cox
L. W. Chandler
Carl Smith
Frank Lowe
Title

NOTED
H. S. COX

August 25, 1966

NOTED
P. B. Arensmeier

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

Dear Sir:

In compliance with the provisions of PPM 20-8(1) dated June 16, 1959, the Mayor of Coquille was notified by letter dated July 19, 1966, of Coos County's proposed FAS-C construction project to extend FAS Route 250 (Fairview Road) northerly of the Coos Ex.-Roseburg Highway to 16th Street, lying partially within Coquille.

Public notices concerning the proposed project appeared in the various newspapers in the immediate vicinity. There were no requests for a hearing through the Coos County Board of Commissioners or the City of Coquille, as indicated by letter dated August 16, 1966. Therefore, based on the attached, aforementioned correspondence, no hearing was held on this matter.

The State Highway Department and Coos County Board of Commissioners are considering the effects in adopting this location.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

H. A. Cox by D W Harwell
H. S. Cox
County and City Engineer

DH:nw
Att.
cc: R. L. Porter
Victor Wolfe
L. H. Young
D. H. Meehring
L. R. Chandler
F. B. Klaboe
F. D. Morgan
J. E. Merelock
R. N. Chase
Floyd Query-Attachments

NOTED
HAROLD REYNOLDSON

NOTED
DON HARWELL

FAS #250
Coos Co.
Hearing Corresp.

County of Coos

COQUILLE, OREGON

BOARD OF
COUNTY COMMISSIONERS
~~J. F. Gealey~~
Charles W. Mahaffy
Howard B. Lentz, Jr.
Walter Barklow

August 16, 1966

Mr. D. N. Harwell
City & County Division Engineer
State Highway Department
Salem 97310

Dear Mr. Harwell,

Enclosed you will find copies of the Legal Notice sent to the Papers and a letter sent to the City of Coquille, regarding the FAS-C project on relocated Fairview Road of FAS Route No.250 lying partially within the city of Coquille, in Coos County, Oregon.

The City Recorder of Coquille, Called on August 15, 1966 and reported there had been no one to appear and make an remonstrances or request a hearing.

Sincerely,
Board of Commissioners

Ila Liles
Ila Liles,
Secretary

HBL:il
enc.2

RECEIVED
AUG 17 1966
ENGINEER
COUNTY & CITY DIVISION

NOTED
DON HARWELL

County of Coos

COQUILLE, OREGON

BOARD OF
COUNTY COMMISSIONERS
~~XXXXXXXXXX~~
Charles W. Mahaffy
Howard B. Lentz, Jr.
Walter Barklow

July 19, 1966

City Council
City Hall
Coquille, Oregon

Attention: Honorable Omer Wisby, Mayor

Gentlemen:

The Coos County Board of Commissioners and the Oregon State Highway Commission have proposed plans for constructing the FAS-C project on relocated Fairview Road (16th Street-Coos Bay-Roseburg Highway Section) of FAS Route No. 250 lying partially within the City of Coquille in Coos County, Oregon.

The route of the proposed project is approximately as shown on the attached exhibit map.

In conformance to state statutes and federal regulations, the County will have a notice published in Sentinel newspaper on 28th of July, 1966, and 11th, August, 1966. This notice will inform interested parties of the proposed project and afford them an opportunity to request a hearing if they so desire.

The notice will contain information asking that any requests for a hearing be directed to the Coquille City Council on or before August, 15th, 1966.

A reply as to whether or not any requests for a hearing have been received would be appreciated on or before September, 1st, 1966.

RECEIVED
AUG 17 1966
ENGINEER
COUNTY & CITY DIVISION

Very Truly yours,
Coos County Board of Commissioners

Howard B. Lentz, Jr., Chairman

Charles W. Mahaffy, Commissioner

Walter Barklow, Commissioner

Enc. Map

NOTED
DON HARWELL

County of Coos

COQUILLE, OREGON

BOARD OF
COUNTY COMMISSIONERS
~~XXXCounty~~
Charles W. Mahaffy
Howard B. Lentz, Jr.
Walter Barklow

July 19, 1966

LEGAL NOTICE

NOTICE IS HEREBY GIVEN THAT THE Coos County Board of Commis sioners and the Oregon State Highway Commission have proposed plans for constructing the FAS-C project on relocated Fairview Road (16th Street-Coos Bay-Roseburg Highway Section) of FAS Route No. 250, lying partially within the City of Coquille, Oregon in Coos County, Oregon.

The proposed project will basically involve Grade, Surface and Paving and will be approximately 2000 feet in length.

This notice is given in compliance with federal regulations and state statutes pertaining to this type of project whereby it is required that public notice be given to enable interested persons to request a hearing on the proposed project. If any interested person desires such a hearing, a request for a hearing should be directed to the Coquille City Council on or before August 15, 1966.

To be published July 28, 1966 and August 11, 1966.

Coos County Board of Commissioners

Chairman

Commissioner

Commissioner

RECEIVED
AUG 17 1966
ENGINEER
COUNTY & CITY DIVISION

NOTED
DON HARWELL

Coos
CO
FAS

NOTED
H. S. COX

July 19, 1966

Coos County Board of Commissioners
Courthouse
Coquille, Oregon

NOTED
P R [illegible]

Gentlemen:

Under date of July 13, 1966, I wrote to you in regards to the pending FAS-4 project on relocated Fairview Road (16th Street-Coos Bay-Roseburg Highway Section) of FAS Route No. 250, lying partially within Coquille, Oregon.

Mrs. Ila Allen called this date and requested a sketch map of the proposed project for purposes pertaining to the possible hearing. Herewith are copies of a map showing the approximate route of the proposed project.

We trust this is the data per her request and invite your inquiries to this office on this and other matters.

In regards to the right of way descriptions and options, they are being written up at this time and we anticipate they will be in your hand within the next couple of weeks.

Very truly yours,

Enclosure
Encl.

Forrest Cooper
State Highway Engineer

By

cc: C. M. Webb, City Manager, Coquille

bc: F. B. Klaboe
Victor Wolfe
L. H. Young
F. B. Morgan
L. R. Chandler

H.S. Cof by D.V. Harwell

H. S. Cox, County and City Engineer
County and City Division

NOTED
HAROLD REYNOLDSON

8-16-66: Co reply says no hearings requested.

NOTED
R. H. PRANGE

NOTED
DON HARWELL

COQUILLE

COOS COUNTY, OREGON

PREPARED BY THE OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

Population 4,700

Scale in Feet

Revised February 1966

FORM S-129

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

August 16, 1966

Mr. J. F. Hall
City Recorder
City Hall
Coquille, Oregon

Right of Way
16th Street-Coos Bay-Roseburg Highway
FAS 250, Coos County

Dear Sir:

There are portions of two properties required for the above project which are both within right of way needed for the State Highway and right of way to be acquired by the City for the proposed FAS project. The property belonging to K. E. McKay of the Coos Bay Company Inc. is all within the city limits but the right of way required from the Leonard and Colleen Scolari property extends easterly of the city limits. The State Highway proposes to negotiate for and purchase the right of way required from these properties provided the City of Coquille and Coos County agree to pay their proportionate share of the cost. If the City agrees to this arrangement please have the City Officials sign in the area indicated and return one copy of the letter to this office.

Very truly yours,

H. S. Cox
County and City Engineer

By
Verne R. Jones
Planning Engineer

RECEIVED
AUG 25 1966
ENGINEER
COUNTY & CITY DIVISION

VRJ:nr

Copy to D. H. Mackey
Jay Barbee
Earl Saling
8-25-66
V. J.

APPROVED
CITY OF Coquille
BY MAYOR Ona Wilson
BY RECORDER J F Hall
DATE 8-22-66

NOTED
DON HARWELL

FORM S-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

August 16, 1966

RECEIVED
AUG 19 1966
BOARD OF COMMISSIONERS
COOS COUNTY, OREGON

Coos County Board of Commissioners
Courthouse
Coos Bay, Oregon

Right of Way
16th Street-Coos Bay-Roseburg Highway
FAS 250, Coos County

Gentlemen:

The parcel of property required for the above project which is owned by Leonard and Colleen Scolari is partly within the proposed right of way needed for the State Highway, a portion is on the right of way required for the County FAS route within the City limits of Coquille, and one portion is outside the city limits in the part to be acquired by Coos County. In order to simplify the acquisition of the property the State Highway has offered to negotiate and purchase the land provided the County and City will pay the State their proportinate shares of the cost. If this arrangement is agreeable to Coos County the Commissioners should sign in the place indicated and return one copy of the letter to this office.

Very truly yours,

H. S. Cox
County and City Engineer

By

Verne R. Jones
Planning Engineer

VRJ:nr

RECEIVED
AUG 22 1966
ENGINEER
COUNTY & CITY DIVISION

Copy to Moehring
Saling
Barker
8-22-66 V.J.

APPROVED August - 19 1966
BOARD OF COMMISSIONERS Coos COUNTY
BY Leigh B. Smith
Charles W. McKaffee
Walter Barker

NOTED
V.R.

NOTED
DON MARSHALL

FAS 250
Coos Co

FORM S-30X—30M—2-66 SP*23800-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

August 16, 1966

To: Mr. D. H. Moehring
Right of Way Engineer

BUILDING

SUBJECT: Coos Bay-Roseburg Highway - 16th Street
Coquille-Fairview County Road
Coos County

Attached are 9 descriptions and an authorization for the subject section which is scheduled for November 17, 1966.

Parcels 1 of Files 40092 and 40093 together with File 40094 are required for our widened State Highway and the remaining parcels and files are required for the County Road.

It is our understanding that the County-City Division and your office will determine who will handle these acquisitions.

8/17/66
See Jamie on this - I think State will require all of the ownership
Don

RECEIVED
AUG 17 1966
ENGINEER
COUNTY & CITY DIVISION

F. D. Morgan
Construction Engineer

By D. J. Barbee

D. J. Barbee
Assistant Construction Engineer

FOS:bjm
Attachments

cc: H. S. Cox

NOTED
DON HARWELL

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN
COOS BAY - ROSEBURG (FAR 14)

Page 1 of 1 Pages

Section COQUILLE - FAIRVIEW ROAD Highway F.A.S. 250 County COOS Prefix 306-1459

Res. Engr. H. B. Johnson Approx. Length _____ Miles. Sta. _____ to Sta. _____ Date 1-23-68

Truck A.D.T. (1) 687 (2) ~~339~~ Traffic Coefficient 10.2 Sel 18 kip s.a. per day 481.3 79.2.

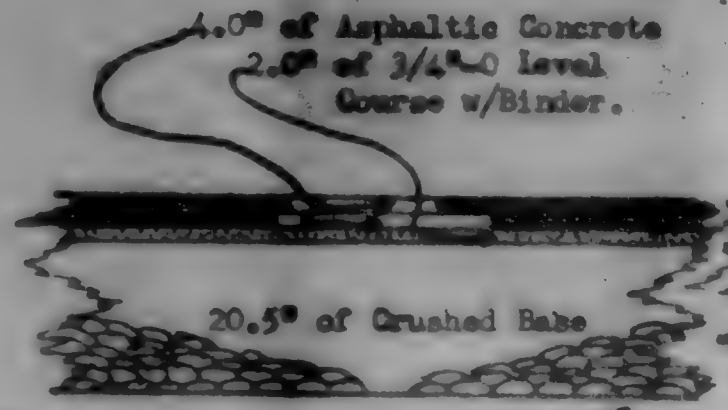
Annual Precipitation 58" (North Bend) Frost Penetration - - - - - - -.

(1)
Typical Soil
56 LL
13 PI
100 %P 10
89 %P200
0 %Gravel
1 %C Sand
10 %F Sand
35 %Silt
54 %Clay
15 "R" Value (Expected)

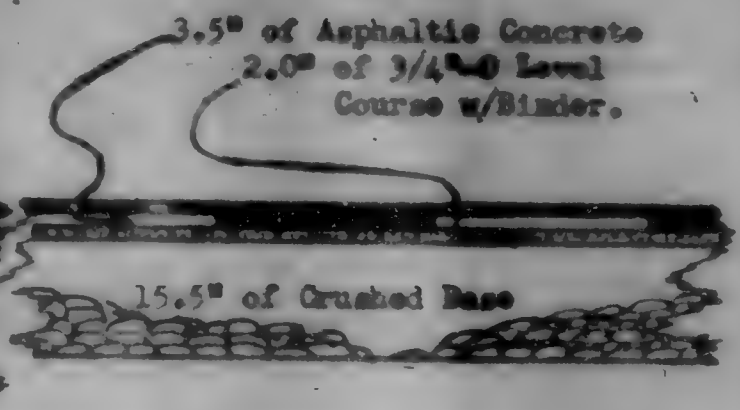
AASHO CLASSIFICATION:
A-5 (13)

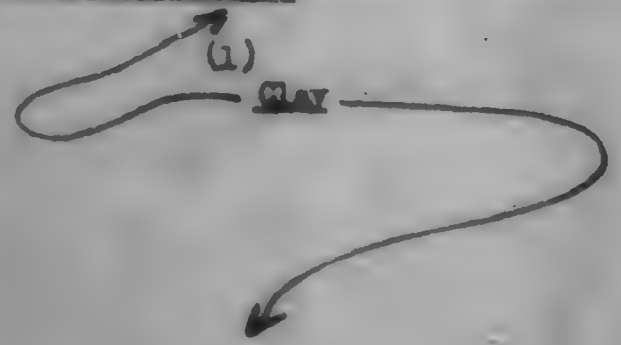
MATERIAL SOURCES:
To be determined by the Engineer.

(1) Coos Bay - Roseburg Highway



(2) F.A.S. 250





	CBR Total Req.	Credit	Actual Thick.	
(1)		8.0	4.0	A.C.
		2.0	2.0	Level
		20.5	20.5	Cr. Base
	30.5	30.5	26.5	
(2)		7.0	3.5	A.C.
		2.0	2.0	Level
		15.5	15.5	Cr. Base
	24.5	24.5	21.0	

NOTED
F. N. KLABOE

cc:
[redacted]
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
[redacted]
Local Engineer

Submitted by _____ Staff Assistant

Recommended by _____ Engineer of Materials

Recommended by _____ Construction Engineer

Approved by _____ Asst. State Highway Engineer

RECEIVED JAN 29 1968

COOS BAY-ROSEBURG HWY. - 16TH STREET
COQUILLE - FAIRVIEW ROAD
COOS BAY - ROSEBURG HIGHWAY (FAR 14)
F.A.S. 250
COOS COUNTY

"OTHER ROADS"

Truck ADT	A.C. Wearing Surface	Level Course	Crushed Base	[illegible] Req.	Actual Thickness
240 - 600	3.5"	2.0"	19.5"	28.5"	25.0"
90 - 240	3.5"	2.0"	16.5"	25.5"	22.0"
30 - 90	3.5"	2.0"	13.5"	22.5"	19.0"
8 - 30	3.0"	2.0"	11.5"	19.5"	16.5"
1 - 8	2.0"	2.0"	10.5"	16.5"	14.5"
Cars Only	2.0"	2.0"	6.0"	12.0"	10.0"

For substitutions use the "CBR Requirement Column" to obtain total thickness required and table below for values:

1.0"	Asphaltic Concrete	=	2.0" Crushed Base
1.0"	Plant Mix Bituminous Base	=	1.83" Crushed Base
1.0"	Cement Treated Base	=	1.83" Crushed Base
1.0"	Oil Mat	=	1.1" Crushed Base
1.0"	Stone Subbase (See Standard Specs) (and Supplementals)	=	0.8" Crushed Base

SECTION. COOS BAY-ROSEBURG HWY. - 16TH ST. COQUILLE - FAIRVIEW ROAD

HIGHWAY. COOS BAY - ROSEBURG (PAR 14) F.A.S. 250

COUNTY. COOS

Traffic Analysis:

Recommendation for Traffic Coefficient

Roadometer Study For Year _____

A. Present ADT 7900 (Total)

B. Future ADT 15000 (Total)

C. Mean ADT 11450 (A+B)

D. Design Period 20 Years

E. No. of Lanes 2

F. Percent Trucks 12 (ADT Basis)

G. Trucks (in one direction) F= .06 x (C) 11450 = 687

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 687 x (H) 100 % = 687

TRAFFIC COEFFICIENT - K (I) 0.119

where K = 1.719

10.2

SECTION. COOS BAY-ROSEBURG HWY. - 16TH ST.
COQUILLE - FAIRVIEW ROAD
COOS BAY - ROSEBURG (FAR 14)

HIGHWAY: F.A.S. 250

COUNTY: COOS

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year: _____

A. Present ADT 1100 (Total)

B. Future ADT 1900 (Total)

C. Mean ADT 1500 $\left(\frac{A+B}{2}\right)$

D. Design Period 20 Years

E. No. of Lanes 2

F. Percent Trucks 15 (ADT Basis) (Logging)

G. Trucks (in one direction) $\frac{F}{2}$ = 7.5 x (C) 1500 = * 113

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 113 x (H) 100 % = * 113

TRAFFIC COEFFICIENT = K (I) $^{0.119}$
where K = 4.669

= 8.2

*Manual Count 108 Logging Trucks on this F.A.S. to Highway.

SECTION: COOS BAY-ROSEBURG HWY. - 16TH ST.
COQUILLE - FAIRVIEW ROAD
COOS BAY - ROSEBURG (FAR 14)

HIGHWAY: F.A.S. 250

COUNTY: COOS

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good _____ Fair X Poor _____
   Remarks: _____
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Generally A.C.
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: County prefers A.C.
13. Traffic Safety: See remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction

CONCLUSION AND REMARKS:

No cost comparison made as the State Project is extremely short and the County prefers A.C.

NOTED
H. S. COX

May 3, 1966

Board of Commissioners
Coos County
Courthouse
Coquille, Oregon

NOTED
P. B. Arensmeier

NOTED
R. H. PRANGE

Coos Bay-Roseburg Highway-16th Street Section
FAS 250, Coos County

Gentlemen:

The field estimate for the above section totals $250,750 of which sum the cost of grading and drainage is estimated at $178,000 and the crushed rock surfacing and paving is estimated to cost $72,750.

FAS funds available to Coos County now total $188,000 which includes County and State matching funds. The next allocation is estimated at $135,000 and is customarily distributed from September to November of each year. This would provide an estimated $323,000 of total FAS monies. However at the present time Federal matching funds are not available due to extra heavy demands nationwide against the Highway Trust fund. It is hoped that this situation will change for the better within the next three months and programming of Federal funds for contracting can be resumed.

In a telephone conversation with Mr. Lentz I considerably underestimated Coos County's FAS fund balance and I sincerely hope this will not cause undue embarrassment to him or to the Board.

Very truly yours,

H. S. Cox
County and City Engineer

By

NOTED
RICHARD UNREIN

V. R. Jones
Planning Engineer

VRJ:mm

NOTED
V. R. JONES

NOTED
DON HARWELL

RECEIVED
FEB 1 1966
FOR FILING

Commissioners
L. Par Metker, Bend
Chairman
Wm. E. Phillips, Baker
Vice-Chairman
John P. Amacher, Winchester
Tallant Greenough, Coquille
Joseph W. Smith, Klamath Falls

Court
R/W
Co Rds
Coos.

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

Routing
Morgan
Docker
Bond
Barbee
Glenn
Swan
Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
FEB 25 1966
CONSTRUCTION
DIVISION

February 24, 1966

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

We are replying to your letter of January 7, 1966 which enclosed prospectuses for location surveys on the following projects:

1. 16th Street-Coos Bay-Roseburg Highway Section, Coquille-Fairview Road, Coos County.
2. Neil Creek Bridge Section, Dead Indian Road, FAS 277, Jackson County.
3. Powder River Bridge Section, McDougall Lane, FAS 506, Baker County.
4. Lower Willow Creek Bridge Section, Courtney Lane, FAS 919, Union County.

The Coquille-Fairview Road crossing of Cunningham Creek must have a bridge, or a culvert which will satisfactorily pass anadromous fish. The channel change should be constructed to maintain suitable gradient for passage.

On the Neil Creek Bridge Section, we do not anticipate any problems other than with possible excessive siltation from the channel change. The channel should be completed before water is turned into the new channel.

Our only comment on Powder River Bridge Section, FAS 506, is that siltation should be kept to a minimum.

Willow Creek and the Grande Ronde River have steelhead and salmon spawning runs which are present early in the year. Construction which would cause siltation should not begin before June 15.

We appreciate the opportunity to offer our recommendations for fish-life protection on these projects.

2-25-66 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (4)
T. C. Roake
J. E. Morelock
L. R. Chandler (4)
A. F. Parson (4)

fp

Very truly yours,

P. W. SCHNEIDER
DIRECTOR
By R. O. Koski
R. O. Koski
Chief of Liberations

NOTED
F. B. KLABOE

ROK/dm
cc: Director OFC

RECEIVED
FEB 25 1966
FOR FILING
Coast
Rlvr
Co. Rds
Coos

COMMISSIONERS:
HERMAN F. KREIDLER, JR., CHAIRMAN, BEAVERTON
EDW. G. HUFFSCHMIDT, PORTLAND

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG., 1400 S. W. 5TH AVENUE
PORTLAND 97201

February 18, 1966

Mr. Forrest Cooper
State Highway Engineer
Highway Building
Salem, Oregon 97310

Attention Mr. F. D. Morgan

Dear Mr. Cooper:

The following prospectuses transmitted by your letter dated January 7, 1966 have been examined:

16th Street-Coos Bay-Roseburg Highway Section, Coquille-Fairview Road, Coos County
Neil Creek Bridge Section, Dead Indian Road, FAS 277, Jackson County
Powder River Bridge Section, McDougall Lane, FAS 506, Baker County
Lower Willow Creek Bridge Section, Courtney Lane, FAS 919, Union County

Cunningham Creek in Coquille has substantial runs of salmon. Fish passage must be maintained. We would appreciate reviewing the advance plans prior to contract time. The channel change may require boulder placement because of grade or length.

On the FAS 277, we concur with the comments of the Oregon State Game Commission in anticipating no conflict.

We also anticipate no fishery problems regarding FAS 506 and 919, Addendum "A".

Sincerely,

Edw. K. Neubauer

EDW. K. NEUBAUER
DIRECTOR OF ENGINEERING

cc: Oregon State Game Commission
2-24-66 Copies to:
F. B. Klaboe — J. E. Morelock
L. H. Young — L. R. Chandler (4)
Frank Hall (4) — A. F. Parson (4)
T. C. Roake

fp

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan
Peate
Morelock
Trout
Scott
Wills
Litchfield
Olson
RECEIVED
FEB 21 1966
CONSTRUCTION DIVISION

RECEIVED
JAN 12 1966
FOR FILING

1-6-66

Const
RIA
Co Rds - Const

Prefix No. 506-1458

LOCATION PROSPECTUS
16TH STREET-COOS BAY-ROSEBURG HIGHWAY SECTION
COQUILLE-FAIRVIEW COUNTY ROAD
COOS COUNTY

NOTED
R. L PORTER

HIGHWAY: Coquille-Fairview County Road, Federal-aid Secondary No. 250.

TERMINI: The northerly terminus is approximately 400 feet northerly of the intersection of East 16th Street and Collier Street.. The southerly terminus is on the Coos Bay-Roseburg Highway approximately 700 feet north of the intersection of 10th Street and the Coos Bay-Roseburg Highway.

LENGTH: The overall length of the project is approximately 0.4 mile.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for grading and paving on new and revised alignment. Reconnaissance is not necessary. Soils investigations will be conducted. Drainage studies will be made and any problems resolved. An economic analysis is not necessary. Additional right of way will be needed and the State will prepare the options. A portion of this project is within the Coquille city limits. This is an FAS-C project using 1966 funds.

CHARACTERISTICS: Existing ADT 1,300; projected ADT 2,470.

STANDARDS: Class "B". Maximum curvature 3 degrees, maximum grade 5 per cent. Deviations from State and AASHO standards are not anticipated.

TYPICAL SECTION: Two 12-foot travel ways with 8-foot shoulders.

BRIDGE: There will be a crossing of Cunningham Creek with the new alignment. The structure crossing Cunningham Creek on the Coos Bay-Roseburg Highway may need widening for the channelization at the south end of the job.

BASE DESIGN: The tentative design for construction is:

Paving	3-1/2"	A.C.
Top Course Base	2 "	Level
Bottom Course Base	15-1/2"	Coarse Crushed
Total Depth	21 "	

NOTED
FORREST COOPER

MATERIAL SOURCE: Investigations for material sources will be made during the survey and referenced to the project.

ACCESS CONTROL: This is a county road with access controlled by Coos County.

ADDITIONAL FACILITIES: No railroads, interchanges or major stream crossings involved.

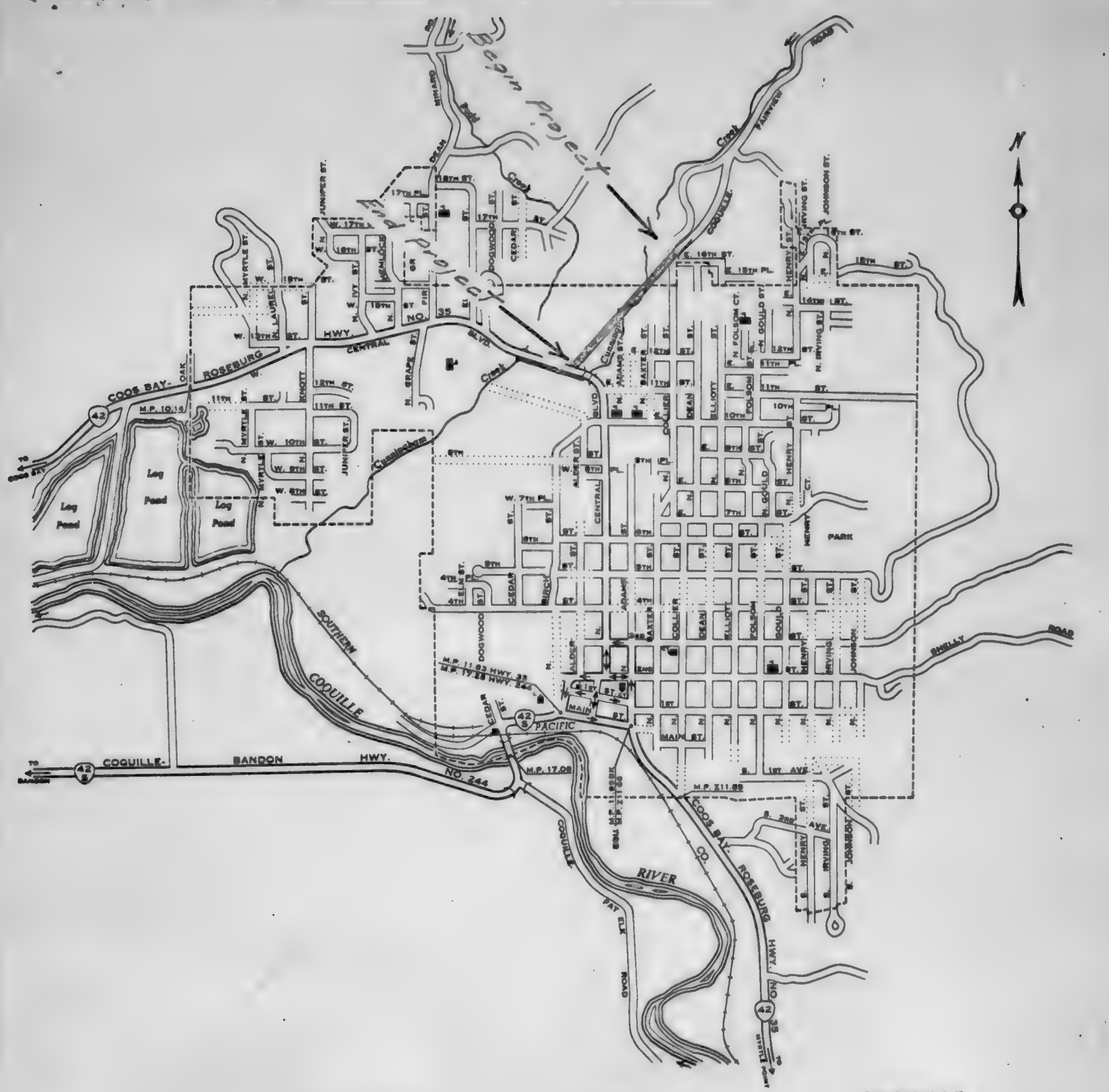
UTILITIES: Routine utility adjustments will be required.

AGREEMENTS: An FAS-C agreement with Coos County will be needed. A public hearing in the City of Coquille must be afforded.

PARKS: None affected.

January 6, 1966
Attachment
cc: A. W. Parsons (3)
Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
F. D. Morgan
L. R. Chandler (3)
Mark Astrup
R. N. Chase
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
O. B. Jackmond
Val Johnson
Ivan Merchant (4)
D. H. Moehring (3)
A. D. Olson
James Owens
Phil Preston (2)
Jack Rowland
O. C. Turner
F. W. Yarbrough (2)
L. H. Young

RECEIVED
JAN 11 1966
OFFICE OF
STATE HIGHWAY ENGINEER



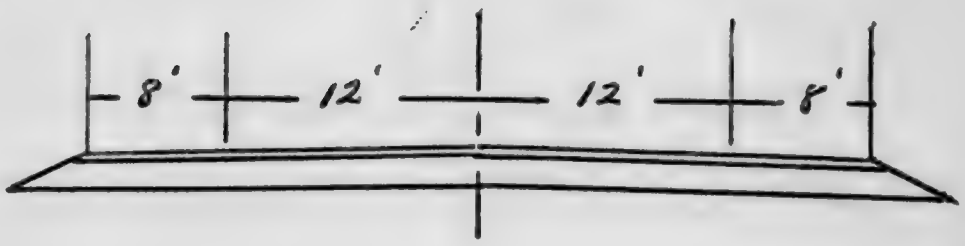
Prospectus Map

16th Street-Coos Bay-Roseburg Hwy. Section

F.A.S. 250

Coos County

1965



COOS COUNTY
PROPOSED PROJECT (1966 Funds)

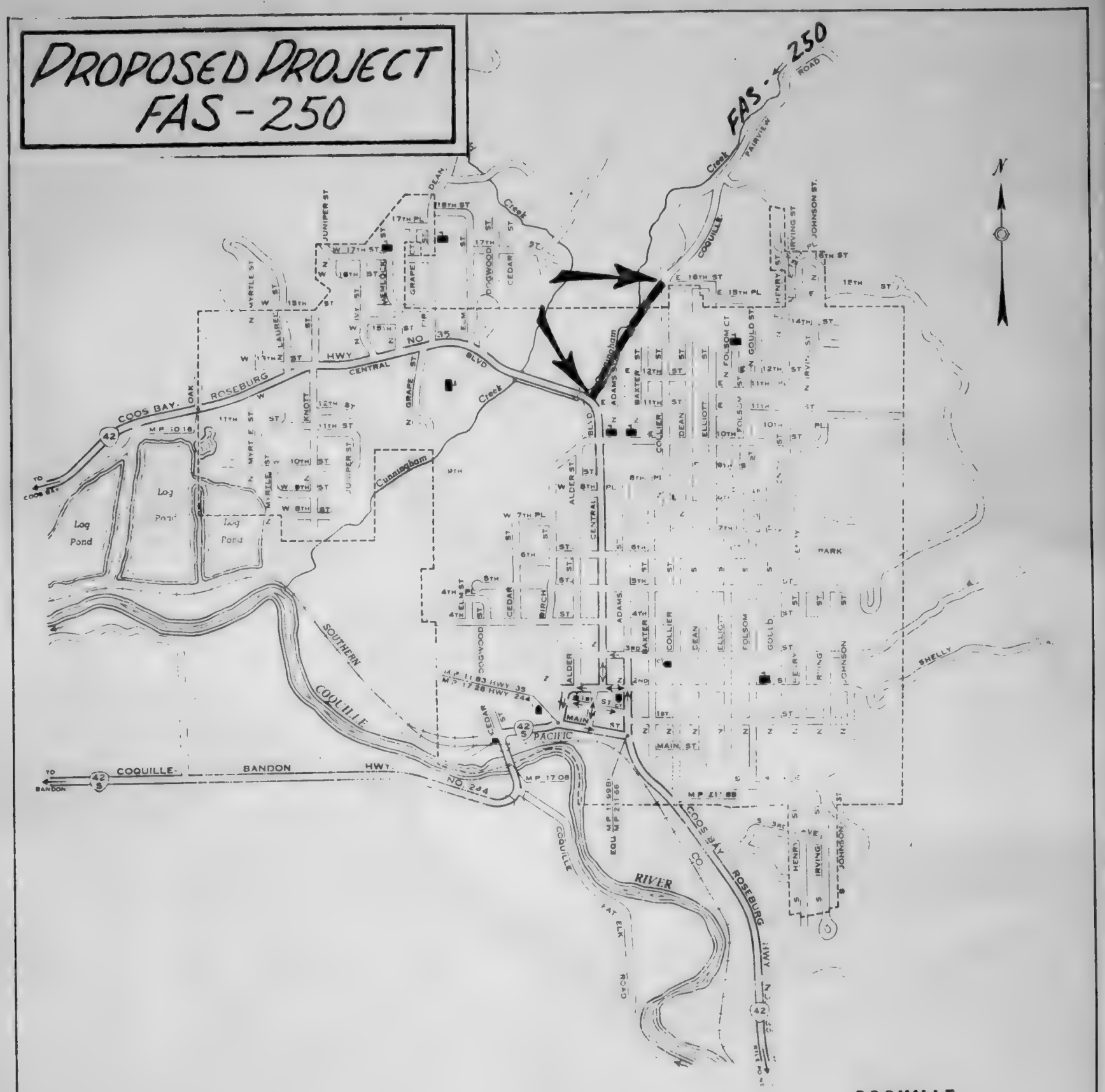
FAS 250, Coquille-Fairview Road: 16th Street-Coast Highway Section, grade, surface, and pave, 0.4 mile, $100,000.

This project will be constructed on new alignment which will remove the route from the narrow streets in Coquille which it presently follows. The section will be paved with asphaltic concrete 24 feet wide with 8-foot paved shoulders. A survey will be required and it will be necessary to offer a hearing.

HIWAY COMMISSION
APPROVED ON
SEP

65-g
8/19/65

PROPOSED PROJECT
FAS - 250



SIGNED ROUTES

INTERSTATE 5
U.S. 30
ORE 22

LEGEND

- Post Office
- School
- R. R. Depot
- Public Bldg.
- cv – City Hall
- ct Court House
- a – Armory
- L – Library
- Street open for travel
- Street dedicated but not open.
- City Limits.

COQUILLE

COOS COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 4,754

Scale in Feet

May 1962

COOS COUNTY

COUNTY ROAD FAS PROJECT DATA

1. Name of County Coos FAS No. 250

2. County Road Name Coquille-Fairview (Market Road #9)

3. Section Name 16th St-Highway #42 Length 2000'

4. Type of Project Grade, Surface & Pave

5. Survey to be done by: State x County _____
(NOTE: If project is canceled, County must pay for survey.)

PROJECT DATA -

6. Has base design been given to County? Yes ____ No x

Will it be furnished? Yes x No ____

7. Wearing Surface: Type A.C. Width 24 Shoulders 8 Pave full width, full depth

8. Grading & Drainage:

By County ____ County Date of Completion _____ By Contract x

9. Bottom Base Course:

By County ____ County Date of Completion _____ By Contract x

10. Leveling Course:

By County ____ County Date of Completion _____ By Contract x

11. Wearing Surface:

By County ____ County Date of Completion _____ By Contract x

12. Clearing:

By County ____ County Date of Completion _____ By Contract x

13. Is there any merchantable timber on right-of-way? Yes ____ No x

14. Will timber be reserved for owner? Yes ____ No x

15. Will timber become property of contractor? Yes x No ____

Remarks _____

MATERIAL SOURCE -

16. Gravel x Quarry _____ Cinders _____

17. Owner: County x State _____ Private _____

18. Location: Broadbent Section 5 Township 30S Range 12W. W.M.
S.Fork Coquille River

CAR 61-8

8/5/65

19. Materials furnished by County: Borrow____ Select Topping____

Base Course____ Level Course____ Mineral Aggregates____

20. Miscellaneous Items: _____

Remarks: _____

_____

FINANCIAL- -

21. Estimated Cost: $_____

22. Available FAS Funds: $ 187,000

23. Date Match Money is Available: anytime

24. Will there be any 100% County Money? Yes____ No x

25. Maximum Amount of 100% County Money Available: $_____

26. Date County Requests Letting: Spring 1966

Remarks _____

_____

RIGHT-OF-WAY- -

27. Is any additional right-of-way needed? Yes x No____

28. Will right-of-way be acquired by: Resolution____ or Deed x

29. Should State prepare options? Yes x No____

30. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes____ No x

31. Should material source site be included in right-of-way descriptions? Yes____ No x

32. Does project run inside city? Yes x No____
(NOTE: If right-of-way is procured in community with post office or in a city, an opportunity for hearing must be afforded. [redacted])

33. Are there any utilities (electric, water, gas, sewer, etc.) on private land? Yes x water line 8" on Hwy. 42 No____
(NOTE: County must move all utilities located on present right-of-way.)

Remarks _____

CCR 61-2

RAILROADS- None -

34. Location: _____

35. Name of Railroad: _____

36. Number of tracks: _____

37. Sight distance: _____(Left) _____(Right)

38. Number of trains_____

39. Angle of intersection_____

40. Type of crossing: Grade_____ Overcrossing_____ Undercrossing_____

41. Number of signs: Advance Warning_____ Crossbucks_____ Stop_____

Automatic Flashing_____ Automatic Bell_____ Gates_____

Remarks_____

STRUCTURES- -

42. Are there any structures to be replaced or altered? Yes_____ No x

43. Will replacement by by: County_____ Contract_____
(NOTE: If by contract, fill out bridge questionnaire form.)

44. Will County adjust structure to new grade? Yes_____ No_____

45. Will County adjust structure to additional width? Yes x No_____

46. Will adjusted width be standard? Yes x No_____
(NOTE: Standard width of structure is 4 feet wider than wearing surface width. If structure is of substandard width, County must sign same to satisfaction of Bureau of Public Roads.)

Remarks_____

_____

47. Is project contingent upon other factors? Yes x No_____

48. Such as: (a) Construction (Cooperative project by County, tie-in with outside projects)

Explain: A.C. will be obtained from Rink Creek

Contract (Hwy. #2)

_____

_____

ccr 61-8

49. (b) Timing (Cooperative project by County, finance, irrigation, industrial usage, outside projects)

Explain: _____

_____

_____

_____

50. (c) Surveys (Coordination with outside surveys)

Explain: _____

_____

_____

MISCELLANEOUS -

51. Does County wish rounding of cutbanks? Yes___ No x___

52. Does County wish sight posts installed? Yes___ No x___

53. Does County wish guard rail installed? Yes___ No x

54. Does County wish seeding and mulching incorporated into job?

Yes___ No x

NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.

EXAMINED & APPROVED
BOARD OF COUNTY COMMISSIONERS

J. J. Keaney
Chairman

Charles W. Mahaffey
Commissioner

Howard DeArmond
Commissioner

Coos County

8-5-65 Date

By _____
Judge or Commission Chairman

By _____
County Engineer

_____
O.S.H.D. Field Engineer

Date 8-5-65

ccl u-t

NOTED
Harold C. Ayers

June 21, 1963

NOTED
DON HARWELL

Mr. Gerald W. Ulett
City Manager
Coquille, Oregon

Dear Mr. Ulett:

Your request for a design of the intersection of North Central Boulevard (Highway 42) and East 10th Street has been referred to our traffic division for investigation and recommendation.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

H. S. Cox
County and City Engineer

[redacted]

cc: F. B. Crandall

City of COQUILLE

Oregon

NOTED
Harold C. Ayers

NOTED
H. S. COX

NOTED
DON HARWELL

June 19, 1963

RECEIVED
JUN 20 1963
ENGINEER
COUNTY & CITY DIVISION

Mr. H. S. Cox, Engineer
County and City Relations
Oregon State Highway Department
Salem, Oregon

NOTED
R. H. PRANGE

Dear Mr. Cox:

About a year ago we requested some advise from you regarding a design for reconstruction of the intersection of North Central Boulevard (Highway 42) and East Tenth Street. It was believed that the intersection should be widened to facilitate the movement of trucks, particularly log trucks. Because we were taking action at that time to acquire a portion of an abandoned logging railway right of way which would have permitted the rerouting of trucks and would have eliminated the need for work at the intersection, the requested design work was not completed.

It now appears that the acquisition of the railroad right of way will not be accomplished in the near future. The need for the intersection reconstruction continues to exist. For these reasons, I am writing to request that you consider the Tenth and Central intersection again.

Yours very truly,

CITY OF COQUILLE

Gerald W. Ulett
City Manager

GWU:lpc

NOTED
H. S. COX

August 8, 1962

NOTED
DON HARWELL

NOTED
JOHN D. GRAHAM

Mr. Gerald V. Ulett
City Manager
City Hall
Coquille, Oregon

NOTED
R. H. PRANGE

NOTED
V. R. JONES

Dear Mr. Ulett:

In reply to your letter of July 31, 1962, and as a result of our visit together Thursday, August 2, I am by this letter asking our traffic division to investigate and make recommendation as to the facility needed to handle log truck traffic, both right and left movement, at 10th and Central Boulevard.

After these recommendations have been made, you will be contacted for further discussion regarding this problem. Please do not construe this investigation as an indication that any further action will be taken or that the Highway Department has any particular responsibility in this matter.

While our traffic engineers are investigating 10th and Central Boulevard, I will also request that they investigate the possibility of using the old Georgia-Pacific railroad as a one-way log haul into Central Boulevard in the vicinity of Cunningham Creek.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

H. S. Cox
County and City Relations Engineer

HSC:mm

cc: Mr. R. L. Porter
Mr. T. B. Crandall

City of

COQUILLE

Oregon

NOTED

July 31, 1962

NOTED
H. S. COX

NOTED
DON HARWELL

NOTED
JOHN D. GRAHAM

City-County Relations Division
Oregon State Highway Department
Salem, Oregon

Dear Sirs:

Logging trucks hauling from the Fairview area enter Coquille on North Collier Street, turn west at Tenth Street and proceed to North Central Boulevard, where they turn again. We are concerned about the Tenth and Central intersection, which needs considerable widening at the northeast corner. Can any kind of a joint project be worked out between the City and your department to widen and improve this intersection?

Yours very truly,

Gerald W Ulett

Gerald W. Ulett
City Manager

GWU:sg

Sept 19-1962

Geo Ulett says County will change F.A.S. as change in 10th St. not required now

HGA

RECEIVED
AUG 1 1962
ENGINEER
COUNTY & CITY RELATIONS

N
Log Pond
Log Pond
Log Pond
Coos Bay
M.P. 10.16
42
ROSEBURG
COOS BAY-
OAK
W. 12TH ST.
W. 13TH ST.
W. 17TH ST.
W. 18TH ST.
W. 19TH ST.
W. 11TH ST.
W. 10TH ST.
W. 9TH ST.
W. 8TH ST.
MYRTLE ST.
LAUREL ST.
IVY ST.
JUNIPER ST.
KNOTT
MAPLE
GRAPE
FIR
ELM
DOGWOOD
CEDAR
HWY. NO. 35
CENTRAL BLVD.
N. GRANT ST.
Creek
Cunningham
Creek
Creek
Creek
Creek
MINARD
Creek
Creek
Creek
Creek

FORM E-123-X

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

January 22, 1960

NOTED
C. G. SWENSON

NOTED
Harold C. Ayers

RECEIVED
JAN 22 1960

NOTED
V. R. JONES

Mr. Gerald W. Ulett
City Manager of Coquille
City Hall
Coquille, Oregon

NOTED
John F. Hagemann

Dear Mr. Ulett:

Reference is made to your letter of January 19, concerning the status of Collier Street in Coquille.

Collier Street is on the route of a federal-aid-secondary county road. It would be eligible for a project using the FAS funds allocated to Coos County. Putting on such a project would be initiated by the county court and would require the approval of the State Highway Department and the U. S. Bureau of Public Roads.

These county federal-aid-secondary funds can not be expended within city limits of cities exceeding 5,000 population. Our present records, based on the 1950 census, carry Coquille as 4,870. Should the 1960 census increase the present population figure to above 5,000, this street would not be eligible for federal-aid funds.

Very truly yours,

W. C. Williams
State Highway Engineer

By Original signed
G. S Paxson

G. S. Paxson
Assistant State Highway Engineer

GSP:gs

cc Mr. W. C. Williams
Mr. C. G. Swenson

Coos County Court

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

July 8, 1958

NOTED
V. R. JONES

NOTED
Harold C. Ayers

Mr. I. M. Huddleston
City Manager
Coquille, Oregon

NOTED
John F. Hagemann

Dear Mike:

In answer to your letter of July 3, I offer you the following information:

Placing of a road or street on the FAS system does not change the existing jurisdiction or maintenance responsibility. If the designated FAS route is a state highway it, of course, follows the same routing as the state highway. If it is a county road federal regulations which require the route to extend to a logical terminus are followed. This means the portion within a city is routed along the street or streets used by the majority of the county road traffic up to a junction with an existing Federal-aid route. The street or streets followed could be either a county road or city streets depending on the original local designation. As a rule the city is not directly consulted on the routing within the city.

The above applies to route designation only. In the event a county should elect to improve with FAS funds a section of an FAS route within a city, we would then require that a standard form of maintenance agreement and encroachment resolution be executed by either the county or city or both. As you know all initial negotiations in connection with county FAS projects are with the county. If the county was willing to assume maintenance after completion of a FAS project within a city we would go no farther. If the county expected the city to maintain the completed project we would then require the county to obtain execution of a maintenance agreement by the city. In either event we would require adoption of an encroachment resolution (generally providing that no encroachments would be permitted on the R/W which would permanently interfere with the free and convenient flow of traffic) by both the city and county as there is some question as to the police powers of a county within the corperate limits. In the event a completed FAS project is not maintained in a manner satisfactory to the B. P. R., the county concerned, is penalized by forfeiting its apportionment of FAS funds until the unsatisfactory conditions are corrected. For this reason I would expect any county programming County FAS funds on a project which was to be maintained by the city to require some kind of safe guard in the form of an agreement directly between the county and city; however, we or the B. P. R. have no such requirements.

NOTED
C. G. SWENSON

July 8, 1958

NOTED
V. R. JONES

NOTED
Harold C. Ayers

Mr. I. M. Huddleston
City Manager
Coquille, Oregon

NOTED
John F. Hagemann

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The additions and extensions to the FAS system requested by Coos County have been submitted to the B. P. R. for final approval.

As always in discussing FAS routes and projects, it is rather difficult to cover everything in a letter without turning it into a book. If you have any further questions on this matter you might wish to give me a ring.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engineer, County & City Relations

JFH:be

GEORGE F. BURR, Mayor

I. M. HUDDLESTON, City Manager

THE CITY of COQUILLE

COOS COUNTY SEAT

COQUILLE, OREGON

JOHN B. GEARHART, City Engineer
H. N. CRIM, Recorder-Treasurer
TALLANT GREENOUGH, City Attorney
HOWARD R. MARSH, Chief of Police

Councilmen

RAY H. SANFORD	R. D. MASON
R. J. MARYAERT	GRANT VAN DOREN
R. N. CRAWFORD	P. T. WOLFE

July 3,1958

Mr. John F. Hagemann
Asst. County and City Relations Engineer
Oregon State Highway Dept.
Salem, Oregon

Dear John:

After our telephone conversation the other day I thought of a couple of other questions.

No. 1. After a route is declared an FAS who is responsible for the maintenance?

No. 2. Is the City consulted or required to enter into an agreement when the FAS route traverses over City streets?

No. 3. Has the FAS system for the County been extended?

Sincerely yours,

CITY OF COQUILLE

I. M. Huddleston

I. M. Huddleston
City Manager

IMH/vs

RECEIVED
JUL 3 1953
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 7 1958
COUNTY & CITY RELATIONS
ENGINEER

NOTED
Harold C. Ayers

June 25, 1958

Mr. I. M. Huddleston
City Manager
Coquille, Oregon

NOTED
John F. Hagemann

Dear Mike:

In answer to your letter of June 20 re "crash" funds included in the 1958 Federal Highway Act, I offer you the following information:

The so-called "crash" funds included in this act were in effect merely additional fiscal year 1959 federal aid funds with a provision for a federal-state matching ratio as applied to Oregon of 74% federal to 26% state rather than 60-40 as in regular federal aid funds and the further provision that these "crash" funds had to be placed under contract by December 1, 1958, and the projects completed by December 1, 1959. Any such funds not contracted by December 1, 1958, would be lost to the state.

Federal aid funds, other than Interstate Funds, fall into three categories: 1 - Federal Aid Primary also referred to as "A" funds, 2 - Federal Aid Urban also referred to as "B" funds, and 3 - Federal Aid Secondary also referred to as "C" funds. Federal Aid Primary funds are for expenditure on the Federal Aid Primary (FAP) System which in Oregon is made up entirely of state highways. Federal Aid Secondary funds are for expenditure upon the FAS System which is made up of state highways and county roads and with which I believe you are completely familiar. Federal Aid Urban funds are for expenditure upon extensions of the FAP and FAS Systems within urban areas. All cities having a population of 5,000 or over in accordance with the latest published federal census (1950) are considered urban areas. Coquille would not be an urban area as the 1950 federal census population is 3,523.

The "crash" funds represent supplemental appropriations of the above ABC funds and none were appropriated to cities as such. That portion of the "crash" funds which represent additional urban funds will be expended by the Highway Commission on Federal Aid routes in urban areas in the same manner as regular urban funds.

FAS Route 250 was originally approved by the county, state, and Bureau of Public Roads as part of the FAS System in 1946. Its routing within Coquille is shown in red on the attached city map. It

NOTED
C. G. SWENSON

would be eligible for improvement out of Coos County's apportionment of either regular or "crash" FAS funds; however, you would first have to prevail on the County Court to program such a project for construction from its available FAS funds.

This is a rather lengthy matter to try to cover in a letter. If you have any further questions I would suggest you call me and we can go into more detail.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. County and City Relations Engineer

JFH:mm

GEORGE F. BURR, Mayor

I. M. HUDDLESTON, City Manager

THE CITY of COQUILLE

COOS COUNTY SEAT

COQUILLE, OREGON

JOHN B. GEARHART, City Engineer
H. N. CRIM, Recorder-Treasurer
TALLANT GREENOUGH, City Attorney
HOWARD R. MARSH, Chief of Police

Councilmen
RAY H. SANFORD — R. B. MASON
R. J. MAEYAERT — GRANT VAN DOREN
R. N. CRAWFORD — P. T. WOLFE

June 20, 1958

City and County Relations Dept.
Oregon State Highway Dept.
Salem, Oregon

Gentlemen:

We have been corresponding with the League of Oregon Cities with regard to crash money appropriation to cities, and we are still confused. What we would like to know is if city streets other than those used as state highways or county roads are elegible.

I would also like to know when FAS 250 was established, what are its beginning and ending points, and if the starting point is inside the city limits, is it elegible for FAS funds, either "crash" or regular?

Thank you very much.

Yours truly,

CITY OF COQUILLE

I.M. Huddleston

I.M. Huddleston
City Manager

IMH/hc

RECEIVED
JUN 23 1958
ENG
COUNTY

1950 Fed Census
3523

N
JOHN D. GRAHAM

F-182(5) Little Beech Cr.-Fall Cr. 1967
Sec., Pendleton-John Day
#6979 Hwy. (Grad. & Oil.)

RECEIVED
JUN 8 - 1970
FOR FILING

E-122(5)
6979

June 5, 1970

White, Sutherland & Gilbertson
1200 Jackson Tower
Portland, Oregon 97205

Attention: John R. Gilbertson

Gentlemen:

Thank you for your letter of June 2 and attached Satisfaction of Claims signed by Columbia-Pacific Transport Company and Mitchell Bros. Truck Lines. This appears to be in reference to the Page Paving Company Contract No. 6979 for grading and oiling on the Little Beech Cr.-Fall Cr. section of the Pendleton-John Day Highway in Grant County.

Our records show that the total amount of this claim was $1,875.75. This information is being noted in our records and we will advise the surety, agent, and principal contractor of the receipt of your letter.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

CWH:sj

cc Great American Insurance Co.
Wells-Reed-Wood-West Co.
Page Paving Company

bc Commission

Noted on Card, SJ.

THOMAS J. WHITE
WILLIAM F. WHITE
NORMAN E. SUTHERLAND
JOHN U. YERKOVICH
JOHN R. GILBERTSON
RICHARD J. BROWNSTEIN
E. WAYNE CORDES
GARY J. LEKAS
RUSSELL M. ALLEN
MILES SWEENEY
PHILIP HAMMOND
ANDREW P. KERR

WHITE, SUTHERLAND AND GILBERTSON
ATTORNEYS AND COUNSELORS AT LAW
1200 JACKSON TOWER
PORTLAND, OREGON 97205
224-4840

June 2, 1970

State of Oregon, State Highway Department
Salem, Oregon

Great American Insurance Company
720 S. W. Washington Street
Portland, Oregon

Page Paving Company
P. O. Box 2206
Salem, Oregon 97308

Mr. Malcolm F. Marsh
Attorney at Law
410 Capitol Tower
State and Liberty Streets
Salem, Oregon 97301

Re: Claim of Columbia Pacific Transport Company and Mitchell Bros. Truck Lines - Oregon contract #6979

Gentlemen:

To each of you we enclose a signed satisfaction of the above claims. Page Paving Company has paid these claims and we assume the enclosed will satisfy the record.

Yours truly,

WHITE, SUTHERLAND AND GILBERTSON

JOHN R. GILBERTSON

JRG/ps
enclosure

RECEIVED
JUN - 1970
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

NOTED
FLOYD OLIVERY

SATISFACTION OF CLAIMS

TO: State of Oregon, State Highway Department
Salem, Oregon

Great American Insurance Company
720 S.W. Washington Street
Portland, Oregon

Page Paving Company
P.O. Box 2206
Salem, Oregon 97308

Mr. Malcolm F. Marsh
Attorney at Law
410 Capitol Tower
State and Liberty Streets
Salem, Oregon 97301

This is to certify and acknowledge, by the undersigneds, full satisfaction and payment of a certain claim for labor and services furnished by Mitchell Bros. Truck Lines in hauling heavy equipment from Yakima, Washington to Mt. Vernon, Oregon on August 8, 1967 through and including August 18, 1967 and a certain claim for labor and services furnished by Columbia-Pacific Transport Company in hauling heavy equipment from Yakima, Washington to Mt. Vernon, Oregon on August 9, 1967 through and including August 18, 1967; both claims of which are against Page Paving Company as principal and Great American Insurance Company as the bonding agent; both of which claims arise under contract No. 6979, Oregon State Highway Department and have been filed with said Department.

DATED this 21st day of May, 1970.

COLUMBIA-PACIFIC TRANSPORT COMPANY

By Dale Simpson Pres.

MITCHELL BROS. TRUCK LINES

By Dale Simpson Asst

RECEIVED
JUL
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 26 1968
FOR FILING

F-182(5)

6979

December 23, 1968

White, Sutherland & Gilbertson
Attorneys and Counselors at Law
1200 Jackson Tower
Portland, Oregon 97205

Gentlemen:

This is to acknowledge receipt of a copy of your letter dated December 16 addressed to the Secretary of State with attached copies of two Notices of Claims regarding Highway Contract No. 6979 described as follows:

> Mitchell Bros. Truck Lines' claim for labor and services in hauling heavy equipment in the amount of $1,028.20, plus interest.
>
> Columbia-Pacific Transport Company's claim for labor and services in hauling heavy equipment in the amount of $1,875.75, plus interest.

This appears to be in reference to Page Paving Co. Contract No. 6979 for grading and oiling on the Little Beach Creek-Fall Creek Section of the Pendleton-John Day Highway in Grant County.

The Great American Insurance Company through Wells-Reed-Wood-West Co., 412 Failing Building, Portland, furnished the performance bond on this contract. The Secretary of State's office has informed us that these claims were filed in his office on December 17.

We will advise all interested parties of the filing of your client's claims.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

CWH:cr

cc: Great American Insurance Company
Wells-Reed-Wood-West Co.
Page Paving Company
Commissioners

POSTED C. S.
12-23-68
CR

THOMAS J. WHITE
WILLIAM F. WHITE
NORMAN E. SUTHERLAND
JOHN U. YERKOVICH
JOHN R. GILBERTSON
RICHARD J. BROWNSTEIN
E. WAYNE CORDES
GARY J. LEKAS
RUSSELL M. ALLEN
MILES SWEENEY

WHITE, SUTHERLAND AND GILBERTSON
ATTORNEYS AND COUNSELORS AT LAW
1200 JACKSON TOWER
PORTLAND, OREGON 97205
227-0537

December 16, 1968

Secretary of State
State of Oregon
Salem, Oregon

Gentlemen:

Pursuant to ORS 279.538, we enclose herewith a Notice of Claim of Columbia-Pacific Transport Company and a Notice of Claim of Mitchell Bros. Truck Lines against a bond taken from Page Paving Company and Great American Insurance Company under Contract No. 6979, Oregon State Highway Department.

We are submitting these for filing.

Yours truly,

WHITE, SUTHERLAND & GILBERTSON

John R. Gilbertson

JRG:cjg

Enclosures

cc: Oregon State Highway Commission
Attn: Mr. Floyd Query
Great American Insurance Company

NOTED
FLOYD QUERY

12/17/68. Filed with Sec. of State
Col-Pac-Transp-Co #4407
Mitchell Bros. T.L. #4408

NOTED
C. W. HEAD

NOTICE OF CLAIM

(O.R.S. 279.538)

TO: STATE OF OREGON

STATE HIGHWAY DEPARTMENT

Notice is hereby given that the undersigned, MITCHELL BROS. TRUCK LINES, an Oregon corporation, has a claim for labor and services furnished by MITCHELL BROS. TRUCK LINES in hauling heavy equipment from Yakima, Washington to Mt. Vernon, Oregon on August 8, 1967 through and including August 18, 1967, in the sum of $1,028.20 with interest thereon at six percent per annum from September 1, 1967 until paid against the bond taken from Page Paving Company, an Oregon corporation, as principal, and Great American Insurance Company, a New York corporation, for the work of grading and oiling under Contract No. 6979, Oregon State Highway Department.

MITCHELL BROS. TRUCK LINES

By O. J. Mitchell
President

NOTICE OF CLAIM

(O.R.S. 279.538)

TO: STATE OF OREGON

STATE HIGHWAY DEPARTMENT

Notice is hereby given that the undersigned, COLUMBIA-PACIFIC TRANSPORT COMPANY, a Washington corporation, has a claim for labor and services furnished by COLUMBIA-PACIFIC TRANSPORT COMPANY in hauling heavy equipment from Yakima, Washington to Mt. Vernon, Oregon on August 9, 1967 through and including August 18, 1967 in the sum of $1,875.75 with interest thereon at six percent per annum from September 1, 1967 until paid, against the bond taken from Page Paving Company, an Oregon corporation, as principal and Great American Insurance Company, a New York corporation, for the work of grading and oiling under Contract No. 6979, Oregon State Highway Department.

COLUMBIA-PACIFIC TRANSPORT COMPANY

By Neil F. Lampson

President

RECEIVED
OCT 22 1968
FOR FILE
F-182(5)
6979

October 22, 1968

Wells-Reed-Wood-West Company
412 Failing Building
Portland, Oregon 97204

Gentlemen:

A post-final payment for $597.09 will be made to Page Paving Company on Contract No. 6979 for grading and oiling on the Little Beech Creek-Fall Creek Section of the Pendleton-John Day Highway in Grant County, as soon as the warrant is prepared.

The total amount paid on this contract will be $331,922.56 including the post-final payment. Of the total $6,287.03 is for force account work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Page Paving Company
P. O. Box 2206
Salem, Oregon 97308

Great American Insurance Co.
2030 Ninth Avenue
Seattle, Washington 98121

C. H. Maison
Attn: John Herr

RECEIVED
AUG 22 1968
FOR FILING
F-182(5)
6979

August 22, 1968

Wells-Reed-Wood-West Company
412 Failing Building
Portland, Oregon 97204

Gentlemen:

Contract No. 6979 awarded to Page Paving Company for grading and oiling on the Little Beech Creek-Fall Creek Section of the Pendleton-John Day Highway in Grant County was completed on June 28, 1968, and accepted by the Highway Commission on August 21, 1968.

Final payment in the amount of $19,040.14 will be released to the contractor after August 29, 1968. The total contract amount is $331,325.47 including $6,287.03 for work performed under force account.

You have been advised previously that claims have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

go

cc: Page Paving Company
P. O. Box 2206
Salem, Oregon 97308

Great American Insurance Company
Pacific Bond Regional Office
2030 Ninth Avenue
Seattle, Washington 98121

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
AUG 22 1968
FOR FILING
F-182(5)
6979

August 21, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed June 28, 1968, on Contract No. 6979. The contract was with Page Paving Company and was for grading and oiling on the Little Beech Creek-Fall Creek Section of the Pendleton-John Day Highway in Grant County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective August 21, 1968, and that you concur in the procedure at the Commission meeting on October 1.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

srb lms
bc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
A. F. Parson

7-18-68

AUG 15 1968

FINAL
INTERMEDIATE CONSTRUCTION INSPECTION REPORT
(PPM 20-6.1)

FOR F-182(5)

REGION NO.	REPORT NO.	COUNTY	STATE
8	2	Grant	Oregon
DATE OF INSPECTION	INSPECTION MADE BY		PROJECT NO.
7-18-68	R. A. Nichols, Area Engineer		F-182(5)
IN COMPANY WITH	Unaccompanied: Discussed with Mr. M. M. Stump, Resident Engineer OSHD		
QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Unsatisfactory	see below%	100 %

REMARKS (1) COMPLETED WORK: (2) WORK IN PROGRESS: (3) COMMENTS AND RECOMMENDATIONS

LITTLE BEECH CREEK - FALL CREEK SECTION
PENDLETON - JOHN DAY HIGHWAY
Grading and Oiling

The contract time was divided into two parts. "A" - The construction of all the work on the roadway including the asphalt penetration macadam wearing surface was to be completed before the elapse of 156 calendar days. The remaining portion of the project was to be completed before the elapse of 186 calendar days. The time used was A - 199 calendar days, B - 182 calendar days.

The contractor arranged to obtain a cold-mix material from the State Maintenance Department and used this material to true the roadway in the areas where the roadway deformed during the winter. He then proceeded to place the oil mat and finish putting on the final seal on June 24, 1968. The contractor completed his brooming on June 28, 1968.

From visual appearances, the contractor obtained a good oil mat. There have been several days of extremely warm weather since he has completed the project but as yet there is very little bleeding which sometimes occurs in this type of work.

The estimated final cost of the contract items is $321,622 about 15.7% less than the bid amount of $381,533.

The principle overruns and underruns were as follows:
Item No. 8, Watering-Bid amount - 1010 gallons at $2.00 per unit Final amount-2,165 units at $2.00 a unit=$4,330. Overrun=216%. This overrun was due primarily to extremely dry weather.

Item No. 10, 3/4" - 0 aggregate in base-Bid amount - 7200 tons at $1.90 per unit=$13,680. Final amount - 4032 tons at $1.90=$7659. Underrun-$5921 or 43+%. The underrun is primarily due to elimination of the detour surfacing by mutual agreement of the State and the contractor.

(more)

EDITION OF 5-60 MAY BE USED

Item No. 11, Plant-mix stone base-Bid quantity - 81,000 tons at $1.90 per ton=$153,900. Final amount - 66,516 tons at $1.90 per ton=$126,380. Underrun=27,520 tons or 17+%. This underrun was primarily due to elimination of the detour surfacing as in Item 10.

Item No. 12, 3/4" - 0 in prime coat-Bid quantity - 340 CY at $3.20 per CY=$1088. Final quantity-620 CY at $3.20 per CY=$1984. Overrun-280 tons or 82+%. The overrun was due primarily to shooting heavy to withstand the winter wear and also shooting the prime coat to a 32' width instead of the 24' width as per planned.

Item No. 13, MC-250 in asphalt prime coat-Bid quantity - 52 tons at $50 per ton=$2600. Final amount-75.4 tons at $50 per ton=$3769. Overrun=23.4 tons or 45%. The reasons for the overrun in this item were identical to Item 12.

Item No. 20, Detour surfacing - 64,000 square yards at 35¢ per sq. yd.=$22,400. Final amount-13,933 sq.yd. at 35¢ per sq.yd.=$4876. Underrun=$17,524 or 78%. The reason for the underrun in this item is the same as for items 10 and 11; ie., the elimination of most of the stage construction surfacing or detour by mutual agreement between the contractor and the State.

Item No. 30, Guardrail - Bid amount - 6300 lineal feet at $2.60=$16,380. Final amount-9238 lineal feet at $2.60 equals $24,018. Overrun-$7638 or 46+%. The guardrail was revised to comply with the new guardrail practices.

Item No. 32, Extra guardrail post-Bid Quantity - 30 at $12=$360. Final amount-82 at $12=$984. Overrun=$524 or 143%. Extra posts were added to provide for 6'3" post spacing in dangerous areas.

Item No. 34, Type 2 fence-Bid quantity-300 rods at $9.50=$2850. Final amount=135 rods at $9.50=$1282.50. Underrun $1567.50 or 55+%. All the right of way agreements for this project had not been completed at the time that the estimate was prepared. When the right of way agreements were completed they provided for more fencing to be constructed by the owners than originally anticipated.

According to the engineer's semi-final estimate the contractor will be assessed $4300 in liquidated damages.

The project records indicate that one load (13.04 tons) of MC-250 asphalt did not meet the distillation requirements. It was determined that the asphalt was not detrimental to the project; however, in accordance with the contract requirements, the contractor is being assessed a penalty of 25% of the invoice cost of the asphalt. This will amount to $88.80.

The planned width of the 0-11 oil mat is 32 feet. The measured width varied from 32 to 33½ feet.

F-182(5)
6979

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Little Beech Cr. - Fall Cr.		WEEK ENDING: July 13, 1968
		SECTION PREFIX: 12 - 1043
HIGHWAY: Pendleton - John Day		COUNTY: Grant
NAME OF JOB: Little Beech Cr. - Fall Cr.	KIND OF WORK: Grading and Oiling	
CONTRACTOR: Page Paving Company	CONTRACT NUMBER: 6979	FEDERAL AID PROJECT NUMBER: F-182(5)
DATE OF CONTRACT: April 3, 1968	DATE WORK STARTED: April 5, 1967	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0	[redacted] a. 156	WORK DAYS USED
	SPECIFIED CALENDAR DAYS b. 186	CALENDAR DAYS USED 199
PROJECT AUTHORIZATION $427,030.87	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED a. 127 b. 98
EXCLUSIVE OF ENGINEERING $396,024.23	ENGINEERING AUTHORIZATION $31,006.64	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $332,950.83	ENGINEERING COST TO DATE $44,367.72	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: [redacted] UNDERRUN - 11.6 %	PERCENT OF AUTHORIZATION +42.1 %	DATE PROJECT WAS COMPLETED: June 28, 1968

ESTIMATED PERCENT COMPLETE (ROADWORK)

Semi-final submitted to Division Office July 10, 1968.

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.
100	100	100	100	100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	2.69	2.69		2.69	
MILES PARTIALLY COMPLETED	2.69	2.69		2.69	
MILES COMPLETED	2.69	2.69		2.69	
TOTAL ESTIMATED QUANTITIES (CONTRACT)	177,400	81,000		3010cy 312 ton	
TOTAL QUANTITIES CORRECTED TO DATE	163,895	67,900		3420cy 322 ton	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	163,895	67,900		3420cy 322 ton	
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

Routing

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 7	Clear	0		
MONDAY 8	Clear	0		
TUESDAY 9	Clear	0		
WEDNESDAY 10	Ptly. Cloudy	0		
THURSDAY 11	Ptly. Cloudy-	0		
FRIDAY 12	Showers	0		
SATURDAY 6	Clear	0		

RECEIVED
CONSTRUCTION DIVISION
POSTED

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No activity.
MONDAY	Same
TUESDAY	Same
WEDNESDAY	Same
THURSDAY	Same
FRIDAY	Same
SATURDAY	Same

REMARKS

Two men 3 days on completing semi-final estimate.

Semi-final completed Wednesday July 1o, 1968 and submitted to Division Office.

FINAL REPORT.

SIGNED H.M. Stump LOCATION Pendleton

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

Form FH-1202 (6-67)

RECEIVED
AUG 2 - 1968
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. ENGLE, MEMBER
PENDLETON

F-1x2(5)
1977

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 2, 1968

NOTED
R. L. PORTER

Mr. R. S. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon 97301

Contract 6979
Prefix 12-1043
FAP F-182(5)

Dear Sir:

All work under Contract No. 6979, Little Beech Creek-Fall Creek Section of the Pendleton-John Day Highway in Grant County, was completed on June 28, 1968.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date July 18, 1968

Conditions noted on above date:

Final approval subject to
review of material reports
and certification.

Glen L Greene
for R. S. Simpson
Division Engineer

VG:jb

to: Forrest Cooper
L. H. Young

RECEIVED
AUG 1 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 18 10 04 AM '68
CLAY MYERS
SECRETARY OF STATE

FORM E-1
RECEIVED
JUN 21 1968
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
FRED W. HILL, MEMBER
PENDLETON
THADDEUS B. BRUNO, MEMBER
PORTLAND

File # 4390

E-182 (5)
FILED
JUN 18 1968
CLAY MYERS
SECRETARY OF STATE
6717

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 14, 1968

White, Sutherland and Gilbertson
Attorneys and Counselors at Law
1200 Jackson Tower
Portland, Oregon 97205

NOTED ON CARD

Gentlemen:

This is to acknowledge receipt of your letter of June 11 on behalf of Mitchell Bros. Truck Lines and Columbia-Pacific Transport Company stating that Yakima Crushing Company owes them money for hauling as follows:

1. On August 8, 1967, through and including August 18, 1967, Mitchell Bros. Truck Lines performed labor and services for the Yakima Crushing Company in the amount of $1,028.20 which consisted of hauling heavy equipment from Yakima, Washington, to Mt. Vernon, Oregon.

2. On August 9, 1967, Columbia-Pacific Transport Company performed labor and services for Yakima Crushing Company in the amount of $1,875.75 consisting of hauling heavy equipment from Yakima to Mt. Vernon, Oregon.

You state this is in connection with the Page Paving Company Contract No. 6979 for grading and oiling on the Little Beech Creek-Fall Creek Section of the Pendleton-John Day Highway in Grant County.

The Great American Insurance Company through Wells-Reed-Wood-West Company, 412 Failing Building, Portland, furnished the performance bond on this contract. We will advise them of the receipt of this claim and we will also forward it to the Secretary of State for filing.

RECEIVED
JUN 20 1968
OREGON
STATE HIGHWAY COMMISSION

As requested we are attaching a certified copy of the contract and bond covering this project.

Please advise this office when your client's claims have been paid.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

Att.

cc: Great American Insurance Company
Wells-Reed-Wood-West Company
Page Paving Company
Commissioners
Hon. Clay Myers - Please acknowledge receipt of this claim on the enclosed copy of this letter.

WHITE, SUTHERLAND AND GILBERTSON
ATTORNEYS AND COUNSELORS AT LAW
1200 JACKSON TOWER
PORTLAND, OREGON 97205
227-0537

THOMAS J. WHITE
WILLIAM F. WHITE
NORMAN E. SUTHERLAND
JOHN U. YERKOVICH
JOHN R. GILBERTSON
RICHARD J. BROWNSTEIN
E. WAYNE CORDES
GARY J. LEKAS
RUSSELL M. ALLEN
MILES SWEENEY

June 11, 1968

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Re: Your Contract No. 6979 - Page Paving Company

Gentlemen:

Pursuant to Oregon Revised Statutes 279,512 and on behalf of Mitchell Bros. Truck Lines and Columbia-Pacific Transport Co., we desire a copy of the Contract and Bond in the above entitled matter.

STATE OF OREGON)
) ss.
County of Multnomah)

I, John R. Gilbertson, being first duly sworn depose and say:

That I am a Attorney at Law licensed to practice in Oregon and represent Mitchell Bros. Truck Lines and Columbia-Pacific Transport Co. On August 8, 1967, through and including August 18, 1967, Mitchell Bros. Truck Lines performed labor and services for the Yakima Crushing Company in the amount of $1,028.20 which consisted of hauling heavy equipment from Yakima, Washington, to Mt. Vernon, Oregon.

On August 9, 1967, Columbia-Pacific Transport Co., performed labor and services for Yakima Crushing Company in the amount of $1,875.75 consisting of hauling heavy equipment from Yakima to Mt. Vernon, Oregon. To my knowledge and belief, Yakima Crushing Company is a subcontractor to Page Paving Company under your Contract, No. 6979, for grading and oiling the Little Beech Creek-Fall Creek Section of the Pendleton-John Day Highway in Grant County, Oregon. The above claims have not been paid although due demand had been made therefor.

John R. Gilbertson

Subscribed and sworn to before me this 11th day of June, 1968.

Notary Public for Oregon
My Commission Expires: 9/10/70

JRG:cjg

Monthly transaction number Jun 4-65	FORM R-2A (REV. 10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project report number 7	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Grant
Modification number 1	(PPM 21-7) 5-7-68	Project number F-182(5)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on April 28, 1967, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 415,286	$ 417,744
Federal funds	$ 263,700.00	$ 263,700.00
Other revisions		

This modification is made for the following reasons:

Estimate revised to include approved price agreements and delete remaining Step 3 items. (Federal funds not being increased)

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 1 day of May, 19 68.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

Asst. State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By _____
(Division Engineer)
R. E. Simpson, Division Engineer

US COMM-DC 26364-P65

Oregon State Highway Department

Federal Aid
Project No. F-182(5)

LITTLE BEECH CREEK-FALL CREEK SECTION OF THE

PENDLETON-JOHN DAY HIGHWAY IN GRANT COUNTY

Revised project agreement estimate to include items retained in program status.

Salem, Oregon, April 17, 1968

Type Code 5231
Grading and Oiling (Sta. 254+71.78 to Sta. 397+00)(Contract No. 6979)

Subtotal on previous estimate dated April 12, 1967		$377,533.00
Revised Estimate		
Approved P.A. 1, Place Boulders in Channel Change	All Required	500.00
Approved P.A. 3, Construct Diversion Dam and Install Headgate	All Required	1,735.00
	Net Increase	$ 2,235.00
	Subtotal	$379,768.00
	10% Engr. & Cont.	37,976.00
	Total	$417,744.00

Length of Project - - - - - - - - - - - - - 2.695 Miles
Cost of Roadway Per Mile - - - - - - - - $155,007.05

Federal Funds -	$263,700.00
State Funds -	154,044.00
	$417,744.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefix 12-1043

STATE COPY

Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
5-24	**FEDERAL-AID PROJECT AGREEMENT**	Oregon
PROJECT REPORT NO.	*(PPM 21-7)*	COUNTY
4 6979	4 24-67	Grant
		PROJECT NO. F-182(5)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Little Beech Creek - Fall Creek Section, Pendleton-John Day Hwy.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	3-1-67	2.695
OTHER *(Specify)*		

FUNDS Fro Rata 63.50

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 415,286.00	$ 263,700.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. K. Lobar

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

A. W. PARSONS, Division Engineer

By L. R. Backlund
L. R. Backlund, Administrative Manager

Date executed by Division Engineer APR 2 8 1967

Oregon State Highway Department

Federal Aid
Project No. F-182(5)

LITTLE BEECH CREEK-FALL CREEK SECTION OF THE

PENDLETON-JOHN DAY HIGHWAY IN GRANT COUNTY

Project Agreement Estimate

Salem, Oregon, April 12, 1967

Type Code 5231
Grading and Oiling (Sta. 254+71.78 to Sta. 397+00)(Contract 6979)

Clearing and Grubbing	All Required			$ 12,500.00
Ditch Excavation, Unclassified	3,520	cu.yds.	$ .50	1,760.00
General Excavation, Unclassified	177,400	cu.yds.	0.45	79,830.00
Overhaul	8,600	C-yd.stas.	0.40	3,440.00
Finishing Roadbed and Slopes	2.69	miles	1,000.00	2,690.00
Rounding Cutbanks	4,600	lin.ft.	0.20	920.00
Trench Excavation	800	cu.yds.	1.00	800.00
Watering	1,000	M-gals.	2.00	2,000.00
Obliteration of Roadway	6,800	sq.yds.	.15	1,020.00
3/4" - 0 Material in Base	7,200	tons	1.90	13,680.00
Plant-Mix Stone Base	81,000	tons	1.90	153,900.00
3/4" - 0 Aggregate in Prime Coat	340	cu.yds.	3.20	1,088.00
MC-250 Asphalt in Prime Coat	52	tons	50.00	2,600.00
Aggregate in Asphalt Macadam	2,670	cu.yds.	3.65	9,745.50
120-150 Asphalt in Asphalt Macadam	200	tons	47.50	9,500.00
Asphalt in Seal Coat	60	tons	50.00	3,000.00
Extra for Asphalt Macadam Approaches	15	only	50.00	750.00
Detour Surfacing	64,000	sq.yds.	0.35	22,400.00
Loose Riprap	5,760	cu.yds.	2.00	11,520.00
12-inch Culvert Pipe	230	lin.ft.	2.50	575.00
18-inch Culvert Pipe	1,140	lin.ft.	4.00	4,560.00
24-inch Culvert Pipe	190	lin.ft.	5.00	950.00
36-inch Culvert Pipe	160	lin.ft.	10.00	1,600.00
48-inch Culvert Pipe	90	lin.ft.	18.00	1,620.00
54-inch Culvert Pipe	80	lin.ft.	20.00	1,600.00
36-inch Culvert End Sections	2	only	80.00	160.00
Guide Posts, W-1	110	only	7.50	825.00
Guard Rail	6,300	lin.ft.	2.60	16,380.00
Rail End Pieces	16	only	5.00	80.00
Extra Guard Rail Posts	30	only	12.00	360.00
Type 1 Fence	600	rods	7.50	4,500.00
Type 2 Fence	300	rods	9.50	2,850.00
Roadside Seeding	10	acres	125.00	1,250.00
Roadside Mulching	10	acres	160.00	1,600.00
Grass Seed, Creeping Red Fescue	110	lbs.	.70	77.00
Grass Seed, Chewing Fescue	80	lbs.	.70	56.00
Grass Seed, Perennial Ryegrass	30	lbs.	.35	10.50
Grass Seed, Dutch White Clover	30	lbs.	.70	21.00
Grass Seed, Newport Bluegrass	50	lbs.	.70	35.00
Inorganic Fertilizer, 10-16-0	40	cwt.	7.00	280.00
				$372,533.00

Flagging (57½% of Contractor's Cost)	All Required	$ 5,000.00
	Subtotal	$377,533.00
	10% Engr. & Cont.	37,753.00
	Total	$415,286.00

Length of Project - - - - - - - - - - - 2.695 Miles
Cost of Roadway Per Mile - - - - - - - $154,094.99

Retain in Program Status

Place Boulders in Channel Change	All Required	$ 500.00
Permanent Signing	All Required	250.00
Relocate Wood Headgates	All Required	200.00
Relocate Fish Wheel	All Required	100.00
	Subtotal	$ 1,050.00
	10% Engr. & Cont.	105.00
	Total	$ 1,155.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$415,286.00	$263,700.00	$151,586.00
Retained in Program	1,155.00	700.00	455.00
	$416,441.00	$264,400.00	$152,041.00

State Funds for Constr.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

LITTLE BEECH CREEK-FALL CREEK SECTION

STATE WORK

PROJECT NO. F-162(5)

1/4" - #10 Material in Stockpile	3,500 cu.yds.	$1.50	$5,250.00
1/2" - 0 Material in Stockpile	2,500 cu.yds.	1.50	3,750.00
			$9,000.00

Oregon State Highway Department

Federal-Aid
Project No. F-182(5)

LITTLE BEECH CREEK-FALL CREEK SECTION OF THE

PENDLETON-JOHN DAY HIGHWAY IN GRANT COUNTY

P.S. & E. Estimate.

Salem, Oregon, February 20, 1967

Type Code 5231
Grading and Oiling (Sta. 254+71.78 to Sta. 397+00)

Clearing and Grubbing	All Required		$ 15,000.00
Ditch Excavation, Unclassified	3,520 cu.yd.	$ 3.00	10,560.00
General Excavation, Unclassified	177,400 cu.yd.	0.65	115,310.00
Overhaul	8,600 C-yd.sta.	0.40	3,440.00
Finishing Roadbed and Slopes	2.69 mile	1200.00	3,228.00
Rounding Cutbanks	4,600 lin.ft.	0.20	920.00
Trench Excavation	800 cu.yd.	3.00	2,400.00
Watering	1,000 M-gal.	3.00	3,000.00
Obliteration of Roadway	6,800 sq.yd.	0.50	3,400.00
3/4" - 0 Material in Base	7,200 ton	2.10	15,120.00
Plant-Mix Stone Base	81,000 ton	2.10	170,100.00
3/4" - 0 Aggregate in Prime Coat	340 cu.yd.	5.50	1,870.00
MC-250 Asphalt in Prime Coat	52 ton	60.00	3,120.00
Aggregate in Asphalt Macadam	2,670 cu.yd.	5.50	14,685.00
120-150 Asphalt in Asphalt Macadam	200 ton	55.00	11,000.00
Asphalt in Seal Coat	60 ton	60.00	3,600.00
Extra for Asphalt Macadam Approaches	15 only	35.00	525.00
Detour Surfacing	64,000 sq.yd.	0.75	48,000.00
Loose Riprap	5,760 cu.yd.	3.75	21,600.00
12-inch Culvert Pipe	230 lin.ft.	3.75	862.50
18-inch Culvert Pipe	1,140 lin.ft.	5.00	5,700.00
24-inch Culvert Pipe	190 lin.ft.	8.00	1,520.00
36-inch Culvert Pipe	160 lin.ft.	14.50	2,320.00
48-inch Culvert Pipe	90 lin.ft.	25.00	2,250.00
54-inch Culvert Pipe	80 lin.ft.	30.00	2,400.00
36-inch Culvert End Sections	2 only	135.00	270.00
Guide Posts, W-1	110 only	8.00	880.00
Guard Rail	6,300 lin.ft.	2.50	15,750.00
Rail End Pieces	16 only	5.00	80.00
Extra Guard Rail Post	30 only	12.00	360.00
Type 1 Fence	600 rod	7.50	4,500.00
Type 2 Fence	300 rod	8.50	2,550.00
Roadside Seeding	10 acre	150.00	1,500.00
Roadside Mulching	10 acre	225.00	2,250.00
Grass Seed, Creeping Red Fescue	110 lb.	1.00	110.00
Grass Seed, Chewing Fescue	80 lb.	1.00	80.00
Grass Seed, Perennial Ryegrass	30 lb.	1.00	30.00
Grass Seed, Dutch White Clover	30 lb.	1.00	30.00
Grass Seed, Newport Bluegrass	50 lb.	1.00	50.00
Inorganic Fertilizer, 10-16-8	40 cwt.	6.50	260.00
			$490,630.50

Flagging (57½% of Contractor's Cost)	All Required	$ 5,000.00
	Subtotal	$495,630.50
	10% Engr. & Cont.	49,562.50
	Total	$545,193.00

Length of Project - - - - - 2.695 Miles
Cost of Roadway Per Mile- - $183,907.42

Retain in Program Status

Place Boulders in Channel Change	All Required	$ 500.00
Permanent Signing	All Required	250.00
Relocate Wood Head Gates	All Required	200.00
Relocate Fish Wheel	All Required	100.00
	Subtotal	$ 1,050.00
	10% Engr. & Cont.	105.00
	Total	$ 1,155.00

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds	State Funds
Roadway	$545,193.00	$346,000.00	$199,193.00
Retained in Program	1,155.00	700.00	455.00
	$546,348.00	$346,700.00	$199,648.00

LITTLE BEECH CR.-FALL CR. SECTION

STATE WORK

PROJECT NO. F-182(5)

1/4" - #10 Material in Stockpile	3,500 cu.yd.	$3.00	$10,500.00
1/2" - 0 Material in Stockpile	2,500 cu.yd.	3.00	7,500.00
			$18,000.00

RECEIVED
JAN 15 1968
FOR FILING
F-182(5)
6979

January 12, 1968

White, Sutherland and Gilbertson
Attorneys and Counselors at Law
1200 Jackson Tower
Portland, Oregon 97205

Attention: Mr. John R. Gilbertson

Gentlemen:

In your letter of January 9, you requested information concerning a contract with Page Paving Company in the area of Mt. Vernon.

This appears to be our Contract No. 6979 with Page Paving Company for grading and oiling the Little Beech Creek-Fall Creek Section of the Pendleton-John Day Highway in Grant County.

The bonding company is Great American Insurance Company through their agent, Wells-Reed-Wood-West Company, 412 Failing Building, Portland.

It is expected that this contract will be completed about July 1, 1968.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

WHITE, SUTHERLAND AND GILBERTSON
ATTORNEYS AND COUNSELORS AT LAW
1200 JACKSON TOWER
PORTLAND, OREGON 97205
227-0537

THOMAS J. WHITE
WILLIAM F. WHITE
NORMAN E. SUTHERLAND
JOHN U. YERKOVICH
JOHN R. GILBERTSON
RICHARD J. BROWNSTEIN
E. WAYNE CORDES
GARY J. LEKAS
RUSSELL M. ALLEN
MILES SWEENEY

January 9, 1968

Mr. Floyd Query
Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Query:

It is our understanding that Page Paving Company is the prime contractor on a State Highway job in the area of Mount Vernon, Oregon and that Yakama Crushing Company is a sub-contractor on that same job.

We would appreciate knowing the name and number of the State Highway Contract and the name of the Bonding Company. We would also appreciate knowing when it is anticipated that the job will be complete.

Yours truly,

WHITE, SUTHERLAND & GILBERTSON

John R. Gilbertson

JRG:rk

RECEIVED
JAN 9 1968
OREGON
STATE HIGHWAY COMMISSION

RECEIVED GOVERNMENT
NOV 8 1967

Memorandum

F-182(5)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : G. R. Brooks, Assistant Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: November 22, 1967

In reply refer to: 08-35-DA

NOTED
F. D. KLABOE

SUBJECT: Oregon Inspection-in-Depth
Quality and Cost Control

We have completed our Statewide inspection-in-depth, Quantity and Cost Control - Phase 24. The inspections were made during the period June - October 1967.

We reviewed 12 projects which were located in 5 of the 6 State Highway divisions. The projects reviewed were as follows:

Division	Project Number	Project Name
Metro	I-405-8(13)	NW. Johnson - SW. Montgomery
	U-318(10)	Vista Ridge Eastbound Tunnel
1	I-80N-2(34)	Bonneville - Hood River County Line
	I-80N-2(35)	Cascade Locks - Mitchell Point
	F-240(3)	Forest Grove - Gaston
2	F-59(3)	Holmes Gap - Basket Slough
	ER-171(2)	Wilson River Highway Milepoint 6.9
	F-221(11)	Delena - Rainier
3	F-111(9)	Glen Aiken Creek - Gray Creek
5	I-80N-5(23)	Irrigon Junction - Stanfield Junction
	I-80N-5(27)	Stanfield Junction - Pendleton
	F-182(5)	Little Beech Creek - Fall Creek

The inspection and record control procedures at the project level provided good control, were in accordance with Oregon State Highway Department requirements, and were applied uniformly throughout the State.

This inspection disclosed that the Oregon State Highway Department has shown a marked improvement in record keeping practices since the last construction season. No significant findings were disclosed by this inspection-in-depth. We wish to commend the State for their improved record control procedures.

11-27-67
REFERRED TO Edwards
Georgeson - Incident
BY ASST. STATE HWY. ENGR.
Good work!

RECEIVED
NOV 27 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

cc Young

RECEIVED
SEP 12 1967
FOR FILING
E-182(2)
6979

COPY

August 28, 1967

NOTED
R. L. PORTER

Mr. Roy Kilpatrick
Attorney at Law
Box 385
John Day, Oregon 97845

Dear Mr. Kilpatrick:

This will acknowledge your letter of August 17 advising me of the problems encountered by Mr. Herman Stall with respect to the construction of a fence on his property by the Oregon State Highway Department.

I have been advised by the State Highway Department that a construction problem, namely, the building of a channel change, has caused the delay in construction of the fence. It appears this problem is being remedied and the fence should be built in the near future.

I appreciated hearing from you and I send kindest regards.

Sincerely,

Wayne Morse

WM:jlm

Bcc: Mr. Forrest Cooper
State Highway Engineer

NOTED
FORREST COOPER

RECEIVED
SEP 5 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 29 1967
FOR FISCAL OF OREGON
F-182(5)
TOM McCALL
GOVERNOR
6479

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

August 24, 1967

Mr. Roy Kilpatrick
Post Office Box 385
John Day, Oregon 97845

Dear Mr. Kilpatrick:

In response to a copy of the letter that you wrote to Senator Wayne Morse regarding the Herman Stall matter, I have checked with the Highway Department and find that there was a minor problem involving the fence construction, occasioned by the building of a channel change. I am told that this problem has been taken care of and Mr. Stall's fence will be placed.

I trust there will be no further problems in this regard.

Sincerely,

Governor

TM:wa

bcc: Forrest Cooper

RECEIVED
AUG 29 1967
OFFICE OF
STATE HIGHWAY ENGR.

COPY

NOTED
FORREST COOPER

RECEIVED
AUG 22 1967

FOR FILING

F-1(2)(5)

DANIEL J. WOLKE

6979

REFERRED TO
Adman
BY SECRETARY

ROY KILPATRICK

Lawyers

TELEPHONE 575-0320
P. O. BOX 385
JOHN DAY, OREGON 97845

17 August 1967

The Hon. Wayne Morse
United States Senator
Senate Office Building
Washington 25, D. C.

NOTED
R. L. FLOYD QUERY

Dear Dean:

Owen Panner and I represent Herman Stall of John Day. Mr. Stall runs cattle on the John Day River and has a small ranch on Beech Creek north of Mt. Vernon. The State Highway Commission is constructing the Little Beech Creek-Fall Creek section of the Pendleton-John Day Highway, being state contract No. 6979. The contract was let to Page Paving Company in April, 1967. This is a federal aid primary highway project. I believe the federal number is 12-1043 F182 (5).

When the contract was let last spring we obtained the assurance of the Resident Highway Engineer that both sides of the highway would be fenced before construction began.

In spite of repeated entreaties this has not been done. Mr. Stall's cattle, and other range cattle, are coming in from the dry hills and there is nothing to keep them from going onto the alfalfa meadow and his grain fields causing great damage to both crops and, of course, endangering the cattle as they come off the dry hills and right into the lush green alfalfa.

Owen, Mr. Stall and I have begged, pleaded, and done everything we know how to do to get this fence built. It isn't built and unless you intervene it won't be built in time to do any good.

We have learned in the past that there is no power in state government that has any effect on Highway Department employees. The federal government is paying the

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AUG 18 1967
OFFICE OF
STATE HIGHWAY ENGINEER

C

No answer needed unless Morse or Porter requests it. I will handle

ROY KILPATRICK

Lawyers

DANIEL J. WOLKE

TELEPHONE 575-0320
P. O. BOX 385
JOHN DAY, OREGON 97845

The Hon. Wayne Morse

lion's share of this project and I wonder if there is any way possible that you could get the appropriate federal authority to see that this small landowner gets decent treatment.

Very truly yours,

Roy Kilpatrick

RK/cb

cc: The Hon. Tom McCall
Governor of Oregon
Salem, Oregon

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Mr. M. M. Stump
Resident Engineer
State Highway Department
John Day, Oregon

Mr. Owen M. Panner
McKay, Panner, Johnson & Marceau
Attorneys at Law
Bend, Oregon

Mr. Herman Stall
Mt. Vernon, Oregon

RECEIVED
AUG 18 1967
OREGON
STATE HIGHWAY COMMISSION

NOTED
FLOYD QUERY

RECEIVED
AUG 23 1967
FOR FILING
E-182(5)
6979

August 22, 1967

Mr. Edward G. Westerdahl, II
Executive Assistant
Executive Department
State Capitol
Salem, Oregon 97310

Dear Mr. Westerdahl:

I have a copy of the letter that Roy Kilpatrick wrote to Senator Wayne Morse re a somewhat minor matter on a highway project northerly of Mount Vernon in Grant County.

There are some construction problems involved in building a channel change which could more easily be handled if there were a delay in constructing the fence. Our people tell me that if Mr. Stall would be told that if the fence were necessary to contain his stock, it would be built.

Mr. Kilpatrick is quite prone to write letters at the "top of his voice" and tends to shoot butterflies with rifles.

I am attaching a suggested draft for your consideration.

Very truly yours,

Forrest Cooper
State Highway Engineer

FC:fm

Attach.
cc William Berg
Administrative Assistant
to Senator Wayne Morse

A. W. Parsons
Division Engineer
Bureau of Public Roads

R. L. Porter
F. B. Klaboe
Tom Edwards
Victor D. Wolfe
F. D. Morgan
E. S. Hunter
A. F. Parson

SUGGESTED REPLY FOR THE GOVERNOR'S CONSIDERATION
August 22, 1967

Mr. Roy Kilpatrick
Post Office Box 365
John Day, Oregon 97845

Dear Mr. Kilpatrick:

In response to a copy of the letter that you wrote to Senator Wayne Morse re the Herman Stall matter, I have checked with the Highway Department and find that there was a minor problem involving the fence construction, occasioned by the building of a channel change. I am told that the problem has been taken care of and Mr. Stall's fence will be placed.

FORM E-30 50M 12-65 84676

NOTED | DE | ADE | ADE | DOE

AUG 23 1967

REC'D DIV. OFFICE
LA GRANDE

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

August 22, 1967
John Day, Oregon

NOTED

SUBJECT: Little Beech Cr. - Fall Cr.
Pendleton - John Day Highway
Grant County
Contract No. 6979
Prefix 12-1043

To: A. F. Parson
Division Engineer
LaGrande, Oregon

Reference is made to the enclosed letter by Mr. Roy Kilpatrick, dated August 17, 1967 regarding fencing on the above subject project.

The construction project across Mr. Stall's property was started April 5, 1967. Mr. Stall was contacted regarding what fencing was needed to be placed at this time. All fencing was placed except on the easterly side of the highway from approximately station 264 to station 315. This area was not fenced due to the construction of channel changes, etc. and with the understanding with Mr. Stall that this area could be left open until the cattle started coming in from the high hills.

Mr. Stall advised inspector Ronald Shartner on August 14, 1967 that the cattle were coming in from the hills and that it would be necessary to build the fence now. As I was off work this last week, Mr. Curzan called Page Paving Co. on August 15 and advised them of the need of the fence to be built. I also called Mr. Emerson Page August 19 regarding the same matter. Mr. Page advised me that he would contact his subcontractor, Vern Hoagland, who was to build the fence.

On Monday, August 21, 1967, I called Mr. Hoagland and he advised me that he could not have a crew on the fence for another week. I told him that it was necessary to get this fence or at least part of it built this week. He advised me that he would try to get a crew on it later this week.

I talked to Mr. Stall on this matter also on monday and he said if some temporary fence could be placed near station 303, it would be satisfactory until the rest of the fence could be built next week. This temporary fencing was started yesterday p.m. (Aug. 21) and should be completed today (Aug. 22). Mr. Hoagland advised me that he would have a crew on the fencing not later than August 28, 1967.

Mr. Stall advised me that apparently due to the hot weather, the cattle are coming in from the hills sooner than expected.

MMS/rh

M. M. Stump
Res. Engr.

F-182(5)

STATE COPY

Form E-208—5M

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Confirmed upon modification of project [illegible] additional funds of G-1P AUG 28 1967 [illegible]

Project Name Little Beech Cr.-Fall Cr. Date August 23, 1967

Highway Pendleton-John Day Contract No. 6979

County Grant Prefix 12-1043-900

Contractor Page Paving Company F. A. Project No. F-182(5)

Address P.O. Box 2206, Salem, Oregon 97308 Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Extend culvert pipes

Location by station numbers: Station 334+00
Station 346+52
Station 386+00

Maximum equipment rental rates as per A.G.C. State Agreement. Percent to be allowed contractor is in accordance with the executed contract for this project.

Estimate of quantities and cost:

Labor	$ 250.00
Contractor's Allowance- 20%	50.00
Material	200.00
Equipment Rental	150.00
Contractor's Allowance - 15%	52.50
	$ 702.50

NOTED
F. B. KLABOE

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Standard Specification for Highway Construction, Section 460 shall apply. This work is necessary due to widening fill slopes with excess material. This work recommended by H. S. Coulter, Asst. Division Engineer. This work has not been started.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$ 427,030.87	
Present estimate of project cost, including $ 702.50 for work under this order	$ 398,033.37	
Expected under-run amount	$ 28,997.50	
Expected under-run per cent	7.0%	

Submitted by: /s/ M. M. Stump, Resident Engineer

Approval Recommended: /s/ John A. Bond, For Construction Engineer or

Approval Recommended: /s/ Alfred Shirley, Jr., Asst. Division Engineer

Approved: /s/ L. H. Young, Office Engineer.

SP*23577-734

VOUCHER FILE

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FORM E-30 SOH 10-66
JUN 22 1967

FOR FILING

6414

1723

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 20, 1967

SUBJECT: Material Source at Mt. Vernon
Assignment No. 1723-FBK

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

A gravel source adjacent to the John Day River and lying partly within the city limits of Mt. Vernon was set up as a prospective source on both the Fall Creek-Mt. Vernon project, contract no. 6959 held by Steelman Duff, Inc., and on the Little Beech Creek-Fall Creek Section, contract no. 6979, held by Page Paving Company. The same source is also offered as a prospective source for the Mt. Vernon (Ingle Cr. Rd.) city street project on which bids are to be opened June 22. Special provisions on the last two projects refer to the fact that the material source was offered on other projects. Copies of site maps and pertinent special provisions are attached. Quantities of rock involved are estimated as follows:

Fall Creek-Mt. Vernon	56,000 c.y.
Little Beech Creek-Fall Creek	66,000 c.y.
Mt. Vernon (Ingle Cr. Rd.)	5,500 c.y.

Steelman Duff requested permission to crush enough extra material to do the upcoming Mt. Vernon job. Permission to do this was granted by the Division Office verbally. The additional rock has been crushed and is in the same piles as the Fall Creek-Mt. Vernon materials on private property adjacent to our gravel source. The Fall Creek-Mt. Vernon base rock is about all on the road with only 4 to 5 thousand yards to go.

The Resident Engineer advises that Page Paving is considering a private material source which is located nearer the job. Samples from it are on their way to the Lab today for checking.

The Mt. Vernon gravel source is limited and our field people are of the opinion there may not be enough of the better rock available to do the Page Project.

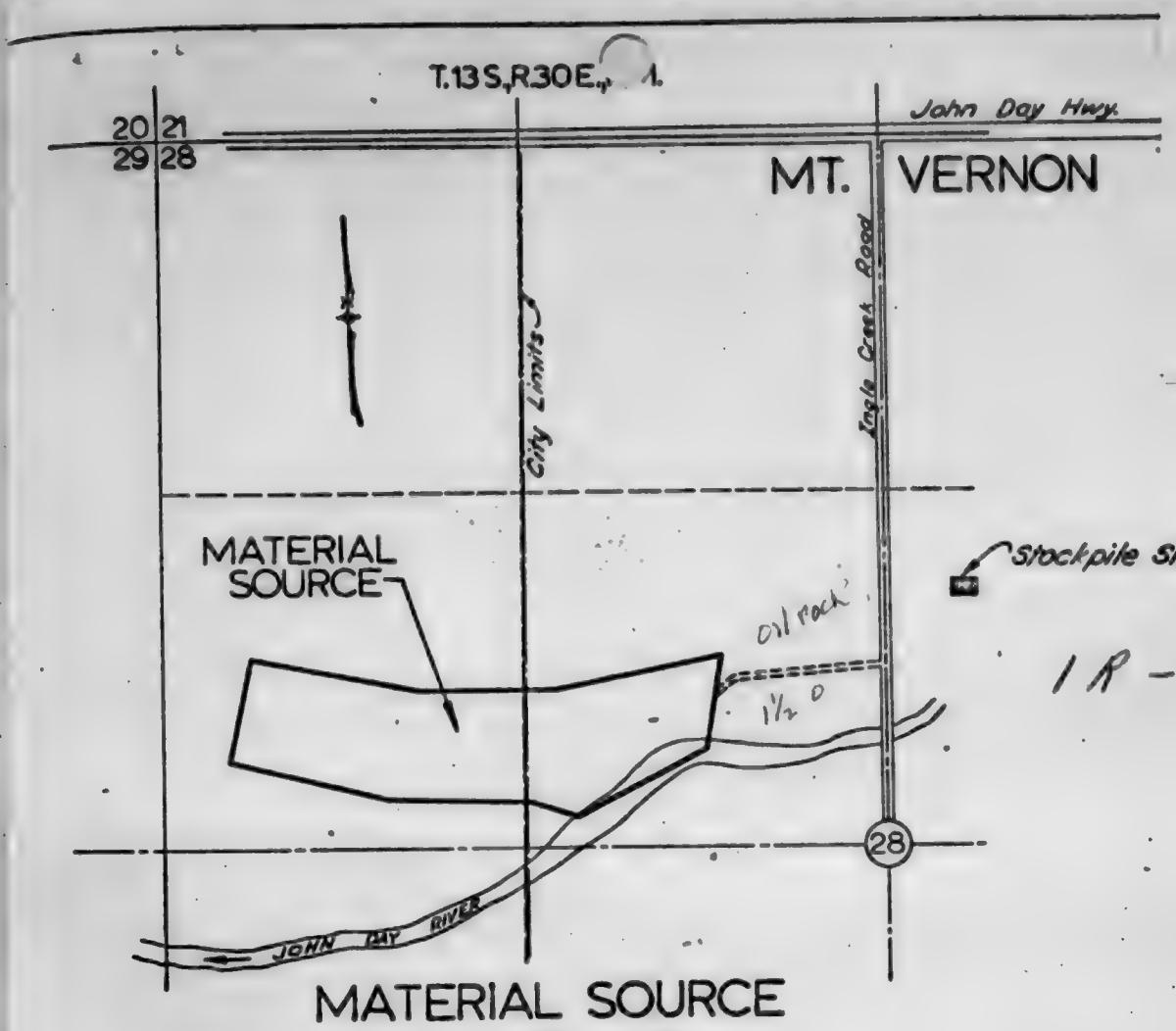
As of today there are 5 plan holders for the Mt. Vernon project including Page and Steelman-Duff. None have contacted the Resident Engineer. We are contacting Steelman-Duff to advise that the rock is still owned by the State and to negotiate a price agreement to reimburse them for their production cost with some arrangement for stockpile site control.

F. D. Morgan
Construction Engineer

By: John A. Bond
John A. Bond
Staff Assistant

JAB:ss

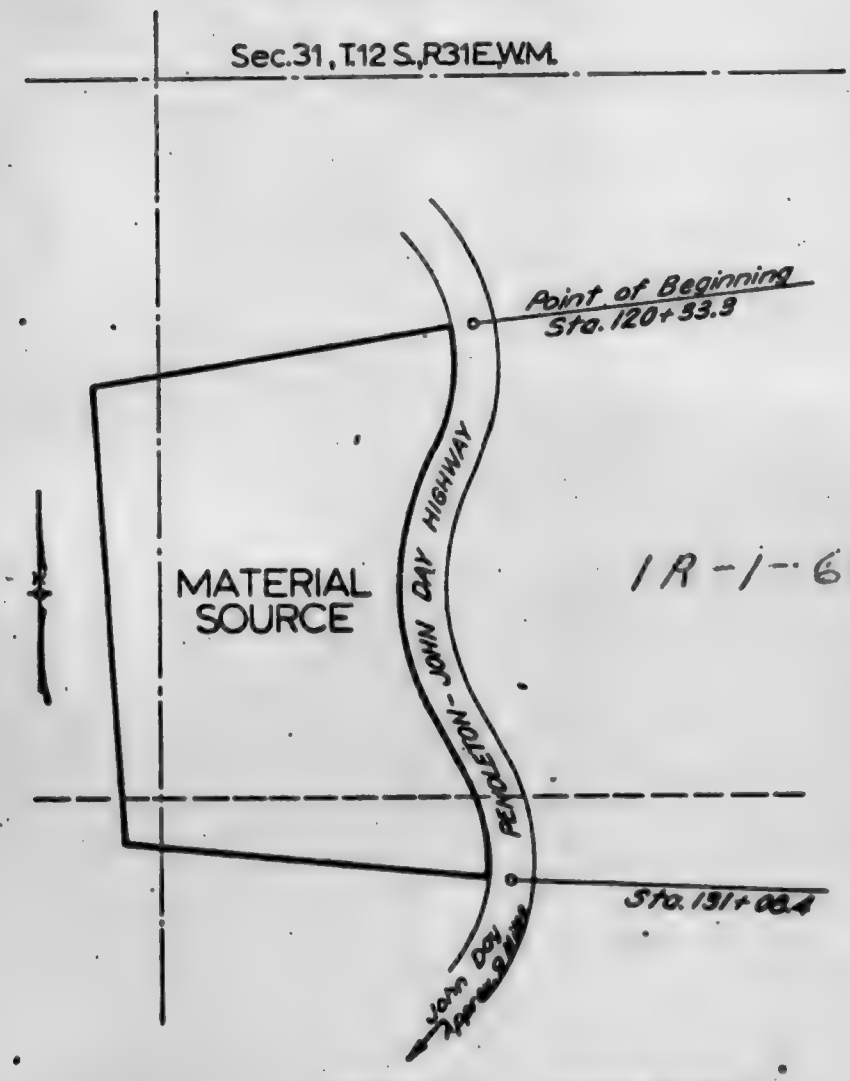
RECEIVED
JUN 20 1967
OFFICE OF
STATE HIGHWAY ENGINEER



MATERIAL SOURCE

Scale 0 400 800 Feet

IR-5-437



IR-1-668

MATERIAL SOURCE

Scale 0 400 800 Feet

Beg. of Project 254+72

LITTLE BEECH CR. - FALL CR.
#6979

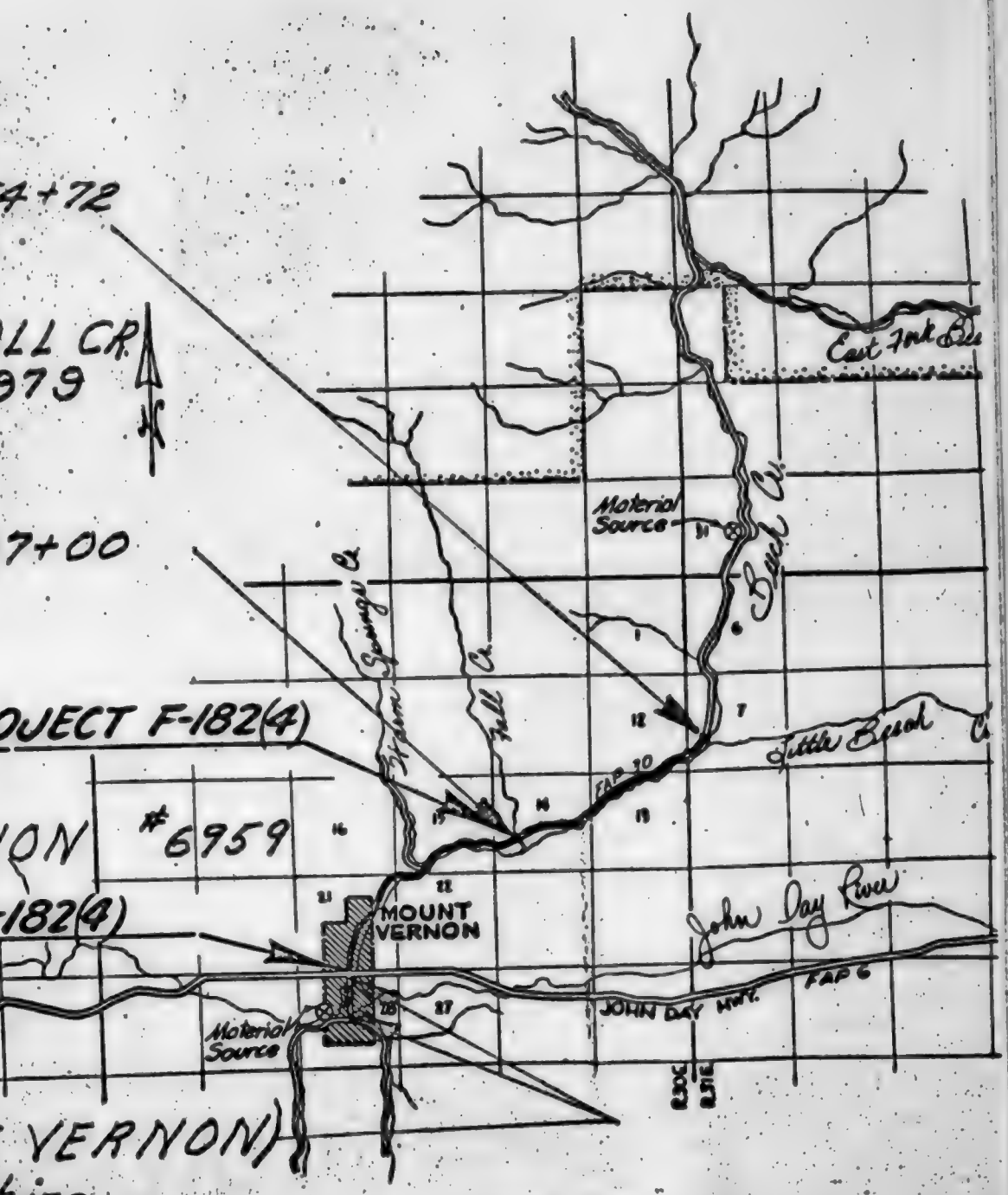
End of Project 397+00

BEGINNING OF PROJECT F-182(4)
STA. 397+00

FALL CR - MT. VERNON
#6959

END OF PROJECT F-182(4)
STA. 530+10.89

INGLE CR. Rd. (MT. VERNON)
June Letting



Fall Creek-Mt. Vernon Section #6959

SECTION 6 - CONTROL OF MATERIALS

6-2 Materials Sources

Prospective sources of materials in the vicinity of the work which may warrant investigation and consideration for use by the contractor on this project may include, but are not necessarily limited to, the following:

Riprap, Stone Base and Oiling Aggregates

1. A State-controlled material source located adjacent to the Pendleton-John Day Highway at Station 125, which station is approximately 9 miles northerly from Mt. Vernon.

Stockman-Dutt 56,000 c.y.

Stone Base and Oiling Aggregates

2. A State-controlled material source located along the John Day River approximately 0.4 mile southerly from Mt. Vernon.

Little Beech Creek-Fall Creek Section #6979

SECTION 6 - CONTROL OF MATERIALS

6-2 Materials Sources

Prospective sources of materials in the vicinity of the work which may warrant investigation and consideration for use by the contractor on this project may include, but are not necessarily limited to, the following:

Riprap, Stone Base, Oiling Aggregates and Stockpile Materials

1. A State-controlled material source located adjacent to the Pendleton-John Day Highway at Station 125, which station is approximately 9 miles northerly from Mt. Vernon.

Page ~~60,000~~ 66,000 c.y.

Stone Base, Oiling Aggregates and Stockpile Materials

2. A State-controlled material source located along the John Day River approximately 0.4 mile southerly from Mt. Vernon.

The contractor, is he elects to use either of the above-listed sources, is hereby advised that these sources have been made available as sources of materials for the Fall Creek-Mt. Vernon Project. It shall be understood that the contractor on the said project shall have prior rights to the use of said sources, and that the contractor on this project, if he elects to use either of these sources, shall conduct his operations in said sources in such a manner as will not in any way interfere with the operations in and use of said sources by the contractor on the Fall Creek-Mt. Vernon Project.

Mt. Vernon (Ingle Cr. Rd.) Section June Letting

SECTION 6 - CONTROL OF MATERIALS

6-2 Material Source

A prospective source of materials in the vicinity of the work which may warrant investigation and consideration for use by the contractor on this project may include, but is not necessarily limited to, the following:

A State-controlled material source located along the John Day River approximately 1/4 mile west of Ingle Cr. Rd. at Station 21+88.5.

The contractor, if he elects to use the above-listed source, is hereby advised that this source has been made available as a source of materials for the Fall Creek-Mt. Vernon, and Little Beech Creek-Fall Creek Projects. It shall be understood that the contractor on the said projects shall have prior rights to the use of said source, and that the contractor on this project, if he elects to use this source, shall conduct his operations in said source in such a manner as will not in any way interfere with the operations in and use of said source by either of the contractors on the Fall Creek-Mt. Vernon or the Little Beech Creek-Fall Creek Projects.

Stone Base	4,450 cu.yds.
For _____	per cu.yd.
3/4" - 0 Material in Base	780 cu.yds.
For _____	per cu.yd.
Aggregates in Asphalt Macadam	280 cu.yds.
For _____	per cu.yd.

Total 5510 Cu.Yd.

REFERRED TO
Admin
BY SECRETARY

REFERRED TO
Klabo
BY DEPUTY STATE HIGHWAY ENGINEER

June 13, 1967

M.M. Stump, Resident Engineer
Oregon State Highway Department
231 East Main St.
John Day, Oregon 97845

Re: Little Beech Cr.-Fall Cr. Section
O.S.H. Contract No. 6979

Dear Sir:

As you know, we plan to crush for the above project from the State pit near Mt. Vernon along the John Day River. This is the same pit made available to the contractor on the Fall Creek-Mt. Vernon project. We have been advised this contractor finished crushing for the Fall Creek-Mt. Vernon project some time ago.

Your office and the Division office know that a possible shortage of gravel may exist for completion of both projects, namely the Fall Creek-Mt. Vernon Section and the Little Beech Creek-Fall Creek Section.

A new problem has arisen to add to the original shortage problem. The State, through your office and the Division office, has confirmed that you have allowed the original crushing subcontractor to remain and crush additional material in anticipation of use by others on the Mt. Vernon (Ingle Cr. Rd.) to be bid June 22nd. Not only does this jeapordize the availability of material for our contract it is grossly unfair to the other contractors bidding the above project.

You are consequently notified that we will hold the State responsible for any existing shortages of gravel together with costs and damages resulting from same. Any removal of materials from this pit prior to our completion of our project will be considered an act of the State.

Very truly yours,

PAGE PAVING COMPANY

Emerson B. Page,
President

Routing

Morgan	Pease
Decker	Morelock
Bond	Trout
Barbee	Scott
Walker	Wills
Glenn	Litchfield
Swan	Johnson

RECEIVED
JUN 14 1967
CONSTRUCTION
DIVISION

EBP:bh
CC: A.F. Parsen, Div. Eng.
Copy-Oregon State Highway Commission

RECEIVED
JUN 14 1967
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 14 1967
COMMISSION MEMBERS

GLENN L. JACKSON, CHAIRMAN
Medford
KENNETH H. FRIDLEY, MEMBER
Wasco
DAVID B. SIMPSON, MEMBER
Portland
FLOYD QUERY, SECRETARY
Salem

F-182(5)
6979

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

April 13, 1967

Page Paving Company
P. O. Box 2206
Salem, Oregon 97308

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 6979 for grading and oiling on the Little Beech Creek-Fall Creek Section of the Pendleton-John Day Highway in Grant County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Encl.

cc Wells-Reed-Wood-West Co.
412 Failing Building
Portland 4, Oregon

Great American Insurance Co.
Pacific NW Regional Office
2030 Ninth Avenue
Seattle, Washington 98121

RECEIVED
APR 21 1967

Form CD-121
(11-66)
(Prepared by
A.O. 208-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

F-182(5)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 10, 1967

6979

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project F-182(5)
Little Beech Creek - Fall Creek Section
Grading and Oiling

As requested in Mr. Young's letter of April 7, 1967 advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of April 3, 1967 in the award of Contract No. 6979 to Page Paving Co. of Salem, Oregon, low bidder in the amount of $381,533.00 at the March 23, 1967 bid opening.

Young 4-13-67

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 7 - 1967
FOR FILING

Fred W. Hill, Member

Helix
F-182(5)
6979

April 7, 1967

Mr. L. M. Parsons
Division Engineer
Dept. of Transportation
Federal Highway Admn.
477 Cottage St., N. E.
Salem, Oregon 97301

Dear Sir:

Confirmation of your tentative concurrence as of March 24, 1967 is requested in the award of contract for the Little Beech Creek-Fall Creek Section, Project No. F-182(5).

The contractor receiving the award is Page Paving Co. of Salem in the amount of $381,533.00 with the Contract No. 6979 assigned. This bid was received on March 23, 1967 and awarded April 3, 1967.

All right of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding non-discrimination in employment as required by Bureau of Public Roads PM 20-4-64.

As there are no utility moves involved on this project there were no utility permits to be issued.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. M. Young
Office Engineer

DAR:bb

RECEIVED
APR 4 - 1967
FOR FILING

F-182 (5)

6979

April 3, 1967

Page Paving Company
P. O. Box 2206
Salem, Oregon 97308

Gentlemen:

Enclosed are three copies of Contract No. 6979 for $381,533.00 awarded to you by the State Highway Commission today. This contract is for grading and oiling on the Little Beech Creek-Fall Creek Section of the Pendleton-John Day Highway in Grant County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The two calendar day counts on this contract will begin April 14, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Enclosures

bc Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)
A. F. Parson
M. M. Stump

RECEIVED
MAR 7 • 1967
FOR FILING

F-182 (5)
177

March 6, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Little Beech Cr.-Fall Cr.
Project No. F-182(5)

Dear Mr. Parsons:

Concurrence by other appropriate public agencies has been received in compliance with Mr. Whitton's Circular Memorandum of May 25, 1964, concerning the protection or improvement of parks and other outdoor recreational and historical resources. There have been no objections or suggestions made regarding this project.

Very truly yours,

Ferrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:jb

RECEIVED
MAR 10 1967

FOR FILES

Form CD-121 (11-63) Prep. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street, NE
Salem, Oregon 97301

DATE: March 1, 1967

In reply refer to: 08-35.2-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project F-182(5)
Little Beech Creek-Fall Creek Section
Grading and Oiling

P. S. & E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right of way is available for the project with no utility adjustments involved as indicated in Mr. Litchfield's and Mr. Moehring's February 21, and Feburary 16, 1967 reports.

You are authorized to proceed with contractor's flagging included in your estimate for $5,000.

The following revised Supplemental Standard Specifications are conditionally approved for use on this project:

Division I - General Requirements	March 1967
Division II - Part 1 - Earthwork	March 1967
Division II - Part 2 - Bases	March 1967
Section 204 - Plant-mix stone base	March 1967
Division II - Part 3 - Surfacing & pavements	March 1967
Division II - Part 4 - Structures	March 1967
Division II - Part 7 - Incidentals	March 1967

Inasmuch as our detailed review is not complete these specifications are hereby conditionally approved with the understanding that you will make any corrections found necessary following completion of our review.

Mr. Young's February 27, 1967 letter indicates that State conservation agencies agree that the only special measures that are necessary to accommodate fish and wildlife is the placement of boulders in the channel change and relocating a fish wheel which you have agreed to accept, and that specifying one material or product is limited to those items previously accepted.

Nonconcurrence by other appropriate public recreational or historical resources has not been received. Prior to bid opening you should advise this office of any clearance received or withdraw the project.

Attachment

REFERRED TO
By Asst. State Hwy. Engr. 3-9-67

NOTED
F. B. KLABUE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAR 2 - 1967

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: February 17, 1967

In reply refer to: 08-35.EC/710.12

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Federal-aid Primary Program

Mr. Young's February 3, 1967 letter transmitted one item for inclusion in the subject program. This Stage 2 construction phase project is approved effective today:

Item	Project	Location	Work
465	F-182(5)	Little Beech Creek-Fall Creek Section	Grade-surface

This approval provides for improvement of 2.695 miles of improvement on a Federal-aid Primary highway at a total estimated cost of $450,000, of which $283,000 is reserved as Federal-aid Primary funds.

Young 3-1-67

NOTED
F. R. W.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
FEB 7 - 1967

F-182(5)
6979

February 3, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

We are submitting program data for one Primary project, Item 465, Project No. F-182(5), Little Beech Creek-Fall Creek Section which we desire to have included in the Federal-Aid Primary Highway Program.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:mw

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL - AID PR

(PPM 2

	REPORT NUMBER (18)–(20)	PROJECT LOCATION *(45 typewriter spaces)* 21–65		PRESENT	FUTURE (66)–(70)	YEAR (71)
CARD 2	1	US 395 2.52 mi. NE Mt. Vernon NE.2.70	**ADT**	500	800	87

	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 25–62	NATL. FOREST (63)–(65)	FH ROUTE NO. (66)–(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)–(73)	PL. AUTH (74)
CARD 3	Gr. Dr. Intermediate Type Surface							

CARD 4	CLASS OF FEDERAL FUNDS: Primary	COUNTY NAME: Gran	
	NAME OF URBAN AREA (17-31)	ROUTE NO. P	FEDERAL-AID 30

CARD 5	LINE NO. (14-15)	CHANGE CODE (16)	PROJECT CODE 41	WORK CLASS 42	WORK TYPE 43–46	STEP 53	TERMINI *(Full description)*	MILES (54)–(58)	ESTIMATED PROJECT COST: TOTAL ESTIMATED COST (59)–(66)	ESTIMATED PROJECT COST: FEDERAL FUNDS (67)–(76)
1										
5					**PE**		US 395 2.52 mi. NE of Mt. Vernon NE 2.70 mi.			
5					**ROW**		(Little Beech Cr.- Fall Cr. Section)			
5					**CONST** (CODE)			2.695	450,000	283,000
							PROJECT TOTALS	2.695	450,000	283,000

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
ADT	500	800	87	08	Oregon	35	012	465

DV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only: POST MI.	DESIG.
					F	182(5)			

COUNTY NAME: Grant — CODE: 023

ROUTE NO.: P — FEDERAL-AID: 30 — STATE: 28 — U.S.: 395

PROGRAM STAGE: [ ] 1 OR [X] 2

MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
					Gr. Dr. 2-12' lanes 0-11 Oil Mat surface with 4' shldrs and roadside seeding.
					ROW-100' min. Access Control-Partial; Parking Restrictions-None
2.695	450,000	283,000	167,000		
2.695	450,000	283,000	167,000		

REMARKS

Note: PE was programmed under Item 848, Project S-512(1) and withdrawn 12-22-64

USCOMM DUSCOMM-DC 48905-P61

LITTLE BEECH CR.-FALL CR. SECTION

Project F-182(5)

Existing Facilities:

The existing highway consists of two 10' lanes bituminous surface on substandard grade and alignment. There are no existing structures.

Adjacent Sections:

North End: Two 10' lanes bituminous surface.

South End: Project F-182(4) which is now under construction.

Project Data:

Grade and drain, 2-12' lanes 0-11 Oil Mat Surface with 4' shoulders and roadside seeding for erosion control.

System Action, Railroads, Airports, Water Development, Public Hearing--None involved.

RECEIVED
AUG 24 1966
FOR FILING
F-183 (5)
6979

August 5, 1966

Grant County Court
Courthouse
Canyon City, Oregon

Aug. 14, 1966
3b-3

Gentlemen:

The State Highway Commission at its meeting on July 14 adopted a survey concerning improvement on the Little Beech Creek-Mt. Vernon Section of the Pendleton-John Day Highway.

You will recall that a public hearing on this project was held in Mt. Vernon on June 9, 1966, and a transcript of the hearing was sent to you.

For your information, we have attached a sketch map showing the route of the new section and a copy of the Commission's "Survey Resolution No. 315", adopting the survey.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

jf

Attachment

F-182(5)

6977

August 5, 1966

The Hon. Herman DeSouza
Mayor of Mt. Vernon
City Hall
Mt. Vernon, Oregon

Dear Mayor DeSouza:

The State Highway Commission at its meeting on July 14 adopted a survey concerning improvement on the Little Beach Creek-Mt. Vernon Section of the Pendleton-John Day Highway.

You will recall that a public hearing on this project was held in Mt. Vernon on June 9, 1966, and a transcript of the hearing was sent to you.

For your information, we have attached a sketch map showing the route of the new section and a copy of the Commission's "Survey Resolution No. 315", adopting the survey.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

jf

Attachment

cc: Victor Wolfe

RECEIVED
JUL 15 1966
FOR FILING

F-182 (=)
1-6979

Salem, Oregon
July 14, 1966

Mr. D. H. Moehring
Right-of-Way Engineer
BUILDING

PROGRAMED
Little Beech Cr.-Mt. Vernon
Section
Pendleton-John Day Highway
Grant County

State funds will be used for purchase of right of way on the Little Beech Creek-Mt. Vernon Section of the Pendleton-John Day Highway in Grant County. The estimated cost of this right of way is $45,000.

Prefix 12-2009 should be used for this purchase.

L. H. Young
Office Engineer

CRM:bb

cc: C. Laux

RECEIVED
JUN 23 1966
FOREIGN LINE
F-182(6)
6219

June 22, 1966

Oregon State Highway Commission

Gentlemen:

The survey has been completed on the Little Beech Creek-Mt. Vernon Section of the Pendleton-John Day Highway in Grant County. A public hearing was held in Mt. Vernon June 9, 1966, relative to this project. The overall length of this section is 5.21 miles. A map is attached for your information.

On September 28, 1965, you approved $530,000 for financing the south unit of this section from Fall Creek to Mt. Vernon. The estimated construction and right-of-way costs for the south unit are $606,000 and $24,000 respectively. The remainder of this section, for which we propose acquiring right-of-way only, is estimated to cost $424,000 for construction and $12,000 for right-of-way. The total estimated cost for both units is $1,067,000.

Your approval of an increase of $100,000 for financing the south unit of this project and authority to purchase the necessary right-of-way in entirety is requested.

This matter will be on the agenda at the July 14 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

Attachment

cc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
D. H. Moehring
C. H. Maison
A. F. Parson

BG:rw bg

RECEIVED
JUL 13 1966
FOR FILING

COMMISSIONERS
GLENN L. JACKSON CHAIRMAN
MEDFORD
KENNETH M. [illegible] MEMBER
WASCO
DAVID B. SIMPSON MEMBER
PORTLAND

F 182 (5)

6179

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 17, 1966

Mr. A. [illegible] Parsons
Division Engineer
Bureau of Public Roads
[illegible] Street NE
Salem, Oregon

Dear Sir:

In compliance with the provisions of PPM 20-8(1) dated [illegible], the Mayor of Mount Vernon was notified by letter dated April 21, 1966, of the [illegible] County Court's plans for a by-pass location prior to widening and reconstructing the Lucky [illegible]-Mount Vernon Section of the Prineville-John Day Highway [illegible] entirely within the city of Mount Vernon in Grant County, Oregon.

On May 10, 1966, a letter was received from Mrs. [illegible] Flores of the John Day Recorder, requesting a hearing on this project.

Two informational hearings were held between 9 a.m. and [illegible] p.m. on Monday, June 6, 1966, and again between 9 a.m. and [illegible] on Thursday, June 9, 1966. The formal hearing was held in the City Hall at Mount Vernon beginning at 2 p.m. June 9, 1966. Notice of the above hearings was transmitted to the Mayor by letter dated May 26, 1966. Proper public notification was given in newspapers in the John Day and Pendleton areas.

A transcript of the hearing and copies of the correspondence recording this matter are attached for your information and files.

The State Highway Commission is considering the economic effects of the location in the light of matters presented at the hearing.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

H. S. Cox
County and City Engineer

RECEIVED
JUN 20 1966
OFFICE OF
STATE HIGHWAY ENGINEER

HSC:mm
cc:
Forrest Cooper
Tom Edwards
F. D. Morgan
[illegible] Morelock
R. L. Potter
L. P. Shaw
D. H. Koehring
R. N. Chase
F. B. Klaboe
Victor Wolfe
G. E. Rohde
L. H. Young

NOTED
FORREST COOPER

315-1718 Gold Hill (5th Ave.) Sec. 1967
City St. (Grad. & pav.)
#6980

3243

SCA

OREGON STATE HIGHWAY DEPARTMENT

Date October 23, 1967

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Program Year 1967

Contract # 6980 Prefix 315-1718 Survey Prefix 315-1468

Street Fifth Avenue

City Gold Hill

Payments to Contractor..(See attached voucher.)	$ 19,586.08
Engineering and Contingencies.....	2,230.31
Survey... Total: $ 836.94 City's Pro-rata Share.....	----
TOTAL.....	$ 21,816.39
Agreed State Share	21,816.39
Agreed City Share	$ ----
City Advance Deposit	$ ----

Reference: Outside Billing None

RU:mm

OREGON STATE HIGHWAY DEPARTMENT

CONTRACT PAYMENT VOUCHER

FORM A-20 (REV. 6-63)

COUNTY: JACKSON

CONTRACT NO.: 6980

ESTIMATE NO.: 3 Final

HIGHWAY: CITY STREET

FEDERAL AID PROJECT NO.:

SECTION: GOLD HILL /5TH AVE/

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE
001	CLEARING AND GRUBBING	LUMP SUM	800.0000	1.000
002	GENERAL EXCAVATION	CU YDS	1.6500	1,513.300
003	FINISHING ROADBED AND SLOPES	MILE	500.0000	.206
004	TRENCH EXCAVATION	CU YDS	6.0000	46.570
005	WATERING	M-GALS	5.0000	22.950
006	SUBBASE	CU YDS	1.7000	1,420.000
007	3/4IN-0 MATERIAL IN LEVELING COURSE	CU YDS	5.2500	601.000
[illegible]	3/4IN-0 AGGREGATE IN PRIME COAT	CU YDS	6.5000	30.000
009	RC-250 ASPHALT IN PRIME COAT	TONS	75.0000	4.630
010	CLASS B ASPHALT CONCRETE	TONS	9.0000	857.840
011	12-INCH CULVERT PIPE	LIN FT	3.5000	171.000
012	CONCRETE INLETS TYPE G-1	ONLY	150.0000	4.000
013	ADJUST MANHOLES	ONLY	80.0000	3.000
014	EXTRA FOR AC CONCRETE APPROACHES	ONLY	55.0000	10.000
6001J	AC COMPACTION PENALTY	LUMP SUM		

DATE: 06/14/67 6980

PREVIOUS VOUCHER NO.: 37951

CHECKED BY: AW/md

ENGINEER OR AUDITOR: A. L. Chapman

TOTAL CONTRACT ITEMS

% RETAINED ON CONTRACT ITEMS

FORCE ACCOUNT

TOTAL PAYMENTS

	CONTRACT NO.	ESTIMATE NO.	PREFIX NO'S.		
	6980	3 Final	315-1718-201 (41)	10.44 Dr.	
	FEDERAL AID PROJECT NO.		315-1718-201 (41)	25.60 Cr.	
			315-1718-204 (41)	971.13 Dr.	

UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
P SUM	800.0000	1.000	800.00	800.00	
YDS	1.6500	1,513.300	2,496.95	2,496.95	
E	500.0000	.200	100.00	100.00	
DS	6.0000	46.570	279.42	268.98	10.44
ALS	5.0000	22.950	114.75	114.75	
YDS	1.7000	1,420.000	2,414.00	2,414.00	
YDS	5.2500	601.000	3,155.25	3,155.25	
YDS	6.5000	30.000	195.00	195.00	
S	75.0000	4.630	347.25	347.25	
S	9.0000	857.840	7,720.56	7,720.56	
FT	3.5000	171.000	598.50	598.50	
Y	150.0000	4.000	600.00	600.00	
Y	80.0000	3.000	240.00	240.00	
Y	55.0000	10.000	550.00	550.00	
P SUM			25.60-		25.60-
TOTAL CONTRACT ITEMS			19,586.08	19,601.24	15.16-
% RETAINED ON CONTRACT ITEMS				971.13	971.13
FORCE ACCOUNT					
TOTAL PAYMENTS			19,586.08	18,630.11	955.97

RECEIVED
JUN 22 1967
FOR FILING

215-1118
6980

June 20, 1967

United Pacific Insurance Company
Fidelity and Surety Department
P.O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 6980 awarded to Hughes and Dodd Company for grading and paving Fifth Avenue in Gold Hill in Jackson County was completed on May 16, 1967, and accepted by the Highway Commission on June 16, 1967.

Final payment in the amount of $955.97 will be released to the contractor after June 27, 1967. The total contract amount is $19,586.08 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C.W. Head, Assistant Secretary

fkm

cc Hughes and Dodd Company
P.O. Box 246
Medford, Oregon 97501

L.H. Young
C.H. Maison
Attn: John Herr

RECEIVED
JUN 20 1967
FOR FILING
315-1715
6980

June 16, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed May 16, 1967, on Contract No. 6980. The contract was with Hughes and Dodd Company and was for the grading and paving of the Gold Hill (5th Avenue) Section in Jackson County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective June 16, 1967 and that you concur in this procedure at the Commission meeting on July 24.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
C. H. Maison
L. H. Young
L. R. Chandler

srb jw

FORM E-1 (REV. 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Gold Hill (5th Ave)		WEEK ENDING: May 20, 1967
		SECTION PREFIX: 315-1718
HIGHWAY: City Street		COUNTY: Jackson
NAME OF JOB: Gold Hill (5th Ave)	KIND OF WORK: Grading & Paving	
CONTRACTOR: Hughes & Dodd Company	CONTRACT NUMBER: 6980	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: 4-4-67	DATE WORK STARTED: 4-10-67	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 10 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 90	CALENDAR DAYS USED 33
PROJECT AUTHORIZATION: $ 21,850.31	SPECIFIED COMPLETION DATE: 7-12-67	PERCENT OF TIME ELAPSED: 37
EXCLUSIVE OF ENGINEERING: $ 20,296.51	ENGINEERING AUTHORIZATION $ 1,553.80	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 19,601.24	ENGINEERING COST TO DATE $ 1,850.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN UNDERRUN 3 %	PERCENT OF AUTHORIZATION 119 %	DATE PROJECT WAS COMPLETED: May 16, 1967

ESTIMATED PERCENT COMPLETE (ROADWORK) Semi-Final Submitted 5-18-67

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.20	0.20			0.20
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.20	0.20			0.20
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,720	2,250			760
TOTAL QUANTITIES CORRECTED TO DATE	1,513	2,021			858
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1,513	2,021			858
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					1
HOURS PER SHIFT					8

EQUIPMENT USED DURING THE WEEK:

3 Rollers, Paver & 8 Trucks

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear - Warm			
MONDAY	Clear - Warm			
TUESDAY	Clear - Warm			
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Bond
Barbee
Walker

RECEIVED

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	Completed all Asphaltic Concrete Paving (Class B)
TUESDAY	Completed shaping shoulders and final cleanup
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

All work completed on this project and semi-final estimate submitted to the Division Office

Last report.

SIGNED R. L. Allyn LOCATION Grants Pass, Ore.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

SCA 2

CITY OF GOLD HILL

H. D. FORCE, MAYOR
FERD W. JONES, RECORDER-TREASURER
GOLD HILL, OREGON 97525

May 18, 1967.

Al Chapman
Oregon State Highway Dept.
P.O.Box 306
Grants Pass, Oregon

Dear Mr. Chapman:

Last evening the Gold Hill city council inspected the Special City Allotment project on Fifth Avenue in Gold Hill which was completed a few days ago. The city council accepts the finished project and expresses appreciation to the State Highway Department and to all the Department personell who have handled the project. The city council feels that an outstanding spirit of cooperation has existed between the Highway engineers, the contractor Hughes & Dodd and the city on this project.

H. D. Force
Mayor of Gold Hill

Ferd W. Jones
City Recorder

RECEIVED
MAY 24 1967
ENGINEER
COUNTY & CITY DIVISION

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

NOTED
P. B. Arenzeier

NOTED
DON HARWELL

RECEIVED
APR 14 1967
CAPITOL BUILDING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 14, 1967

315-1718

6980

Hughes & Dodd Co.
P. O. Box 246
Medford, Oregon 97501

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 6980 for grading and paving on 5th Avenue in the City of Gold Hill in Jackson County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Encl.

cc United Pacific Insurance Company
Portland Branch Office
415 S. W. 10th Avenue
Portland 5, Oregon

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

RECEIVED
APR 4 - 1967

FOR FILE
315-1718
6980

April 3, 1967

Hughes & Dodd Company
P. O. Box 246
Medford, Oregon 97501

Gentlemen:

Enclosed are three copies of Contract No. 6980 for $19,422.50 awarded to you by the State Highway Commission today. This contract is for grading and paving of 5th Avenue in Gold Hill in Jackson County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the Contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin April 14, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Enclosures
bc Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)
L. R. Chandler
A. L. Chapman

NOTED
H. S. COX

March 24, 1967

Mr. Ford W. Jones
City Recorder
City Hall
Gold Hill, Oregon 97525

Dear Mr. Jones:

On March 23, 1967, the State Highway Commission opened bids on the 1967 Special City Allotment project on 5th Avenue in Gold Hill. The apparent low bid was submitted by Hughes & Dodd Company of Medford and the anticipated cost based on the bid is as follows:

Contractor's bid	$19,422.50
Engineering & Contingencies (12½%)	2,427.81
TOTAL ANTICIPATED COST.....	$21,850.31

We anticipate that this contract will be awarded in the very near future.

Very truly yours,

H. S. Cox
County and City Engineer

By NOTED
RICHARD UNREIN

Richard Unrein
Field Engineer

RUmr

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

NOTED
H. S. COX

Salem, Oregon
February 6, 1967

1967 Special City Allotment Project
5th Avenue
City of Gold Hill

Mr. J. E. Marelock

O F F I C E

The survey data on the above named section has been examined and found to be consistent with the project as requested by the City and approved by the Highway Commission.

Paved shoulders on this project should be considered, if the estimated cost would remain below the estimate of $27,500 used in the Commission Report.

NOTED
RICHARD UNREIN

Richard Unrein, Field Engineer
County and City Division

RU:mr
Att.

NOTED
DON HA[illegible]

NOTED
RICHARD UNREIN

NARRATIVE REPORT
5th Avenue
Gold Hill Jackson County
January 1967

Authority for Survey and Prospectus for this project were submitted January 17th, 1967. On January 18th we received telephone request from Division Office to start work on this survey at once not waiting for assignment of job prefix. Work started in field January 19th, 1967.

This survey was made to prepare plans for a contract project to improve 5th avenue from approximately 9th Street to 7th Street with a 24 foot street with 4 foot rock shoulders.

Using the normal grade and typical sections as submitted with prospectus we find we disturb the City water mains, valves etc. for the entire two blocks. Mr. Quiner suggested we use a shed roof type section and eliminate the ditch on the upper side except for reshaping the existing ditch. These minor changes and using a vertical cut at 16 ft. left will allow us to miss the mains and valves except for a short distance at the west end of the project. This revision meets with the full approval of the City of Gold Hill.

Drainage for this section has been made to fit over all drainage plans for the area as approved by the City.

There will be about 1300 yards excess material that the City would like placed in draw station 3+50 to 5+00. We have figured general excavation to include haul.

The City has a gravel bar 0.6 mile easterly of east end of project for the surfacing.

The two school driveways will need to be partially torn out, regraded and repaved.

A. L. Chapman
Resident Engineer

NOTED
RICHARD UNREIN

DIVISION OFFICE SUPPLEMENTAL REPORT

Location data submitted appears to be in order. The Locating Engineer's Statement outlines the reason for the shed roof type section. Excess material is to be disposed of at a specific location. A city owned material source is mentioned in the Narrative Report and a standard form E-368 Statement of Material Sources and Stock Pile Sites is to follow.

No parks or waysides are affected by this project.

Form E-49—3M

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEETS

Fifth Avenue Gold Hill Section
Jackson County

DATED
RICHARD UNREIN

	Item	Unit	Net Quantity	Allowance	Total Quantity	Unit Price	Amount
1.	Clearing & Grubbing	All	All		All	$ 1,000.00	$ 1,000.00
2.	Drainage Excavation Unclass.	Cu.Yd.	22	8	30	6.00	180.00
3.	General Excavation Unclass.	" "	1,562	238	1,800	2.00	3,600.00
4.	Finishing Roadbed & Slopes	Mile	0.22		0.22	2,500.00	550.00
5.	Watering	M-Gal.	90	10	100	3.50	350.00
6.	12-inch Culvert Pipe	Lin.Ft.	100	20	120	5.50	660.00
7.	Concrete Inlets Type G	One	3	1	4	180.00	720.00
8.	Adjust Manholes	"	3		3	200.00	600.00
9.	Stone Subbase	Ton	2,136	264	2,400	1.50	3,600.00
10.	¾" - 0 Leveling Course	"	641	69	710	3.00	2,130.00
11.	¾" - 0 Aggregate in Prime Ct.	Cu.Yd.	22	8	30	7.00	210.00
12.	RC-250 Asphalt " " "	Ton	4	1	5	75.00	375.00
13.	Class "B" AC Mixture	"	589	61	650	7.30	4,745.00
14.	Asphalt Cement in Mixture	"	33	3	36	45.00	1,620.00
						Total	$20,340.00
	Engineering & Contingencies		20%				4,068.00
						Total	$24,408.00

RECEIVED
JAN 31 1967
FOR FILING
315-1718
1-26-67

Prefix No. 315-1468

LOCATION PROSPECTUS
FIFTH STREET (GOLD HILL) SECTION
CITY STREET - JACKSON COUNTY

HIGHWAY: Fifth Street in Gold Hill. Not on Federal-aid or State system.

TERMINI: The westerly terminus is at the west side of Ninth Street. The easterly terminus is at the east side of Seventh Street.

LENGTH: 0.18 mile.

PROGRAM: 1967 Special City Allotment Funds.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates of cost for grading and paving on existing alignment. Drainage problems are not anticipated. Reconnaissance is not necessary. Soils investigations will be conducted.

TYPICAL SECTION: Two 12-foot travel lanes with 4-foot shoulders.

BASE DESIGN: The tentative base design for construction is:

Paving	3" A.C.
Top Course Base	2" Leveling
Bottom Course Base	9" Stone Base
Total Depth	14"

MATERIAL: City-controlled bar on Rogue River.

ADDITIONAL FACILITIES: None.

AGREEMENTS: Routine negotiations for a Special City Allotment Project. Utility adjustments are the responsibility of the City of Gold Hill.

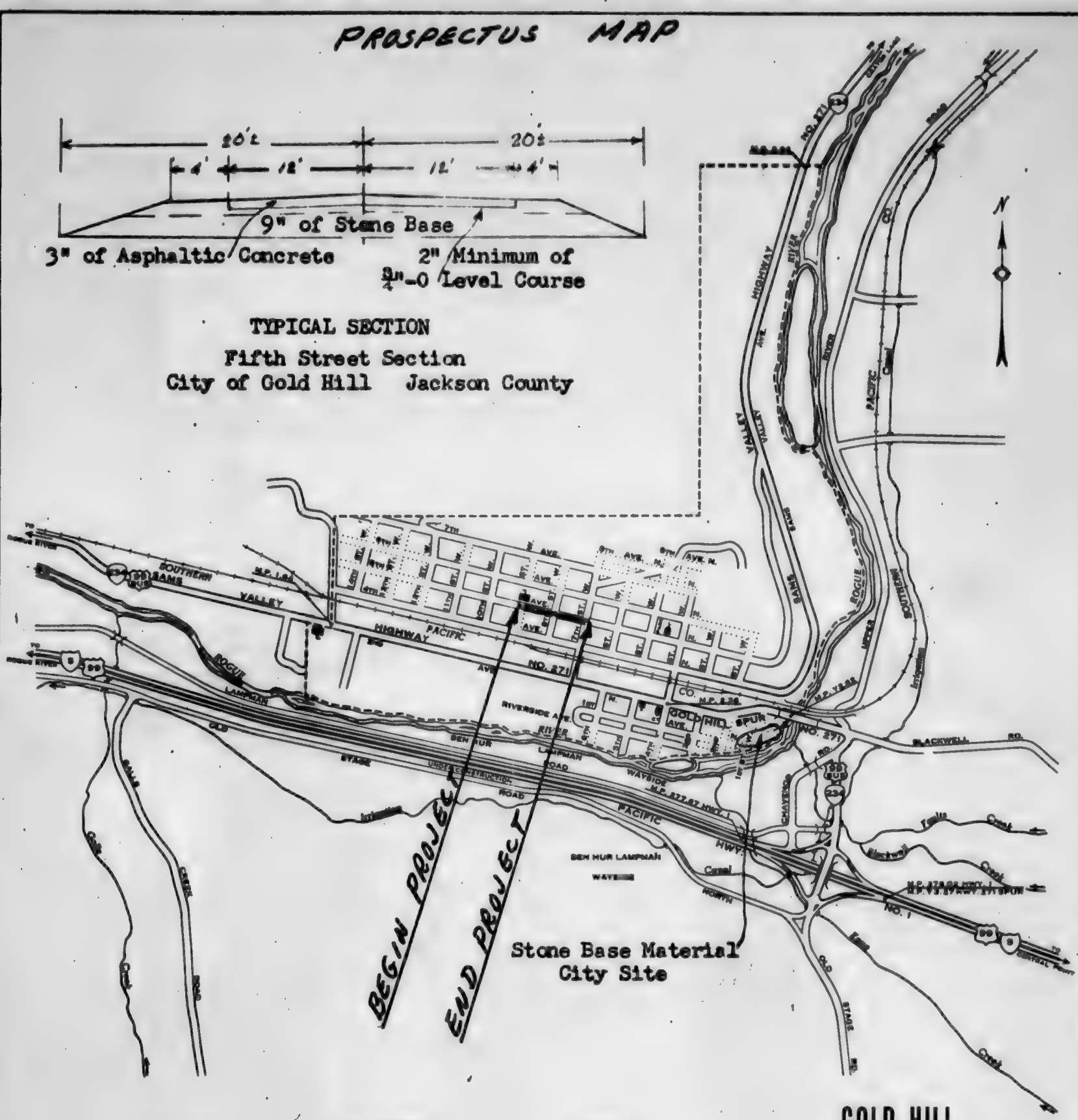
January 26, 1967
Attachment
cc: Forrest Cooper
F. B. Klaboe
Tom Edwards
Victor D. Wolfe
F. D. Morgan
L. R. Chandler (3)
Mark Astrup
R. N. Chase
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
Val Johnson
Ivan Merchant (4)
D. H. Moehring (3)
A. D. Olson
James Owens
Phil Preston (2)
Jack Rowland
Robert Royer
O. C. Turner
F. W Yarbrough (2)
W. H. Tebeau
L. H. Young

RECEIVED
JAN 27 1967
OFFICE OF
STATE HIGHWAY ENGINEER
NOTED
R. L. PORTER
FORREST COOPER

PROSPECTUS MAP

TYPICAL SECTION

Fifth Street Section
City of Gold Hill Jackson County



SIGNED ROUTES

INTERSTATE 5
U.S. 30
ORE. 22

LEGEND

Post Office
School
R. R. Depot
Public Bldg.
CH – City Hall
CT – Court House
A – Armory
L – Library
Street open for travel.
Street dedicated but not open.
City Limits.

GOLD HILL

JACKSON COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 888

Scale in Feet

July 1962

NOTED
FORREST COOPER

RECEIVED
JAN 23 1967

315-1718
6980

MISC. CONTRACTS and
AGREEMENTS No. 3243

January 19, 1967

City of Gold Hill
City Hall
Gold Hill, Oregon

Gentlemen:

We are enclosing for your files a fully executed copy of a special street fund agreement with the City of Gold Hill in Jackson County.

A fully executed copy of this agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

lmr
Enclosure

cc: H. S. Cox
Attn: D. N. Harwell
(Conformed Copy)

CITY OF GOLD HILL

[redacted], MAYOR H.D.Force
FERD W. JONES, RECORDER-TREASURER
GOLD HILL, OREGON 97525

Jan. 17, 1967

H. S. Cox
County & City Engineer
State Highway Department
State Highway Building
Salem, Oregon 97310

NOTED
RICHARD UNREIN

Dear Mr. Cox:

At a special meeting of the Gold Hill City Council held Jan. 16, 1967, a Resolution was passed authorizing the Mayor and Recorder to sign the enclosed Agreement covering the 1967 Special City Allotment project on Fifth Avenue in Gold Hill.

Yours truly,

Ferd W. Jones
City Recorder.

NOTED
DON HARWELL

Form E-30—Rev—3-66

OREGON STATE HIGHWAY DEPARTMENT

AUTHORITY FOR SURVEY

NOTED
RICHARD UNREIN

Section Fifth Street (GOLD HILL) Date January 17th, 19 67

Highway ~~City of Gold Hill~~ CITY STREET Authorization No. 1

County Jackson Div. 3 Survey Prefix 315-1468
(Assigned by Salem office)

Description of termini, route, length, etc.:

Route to follow the center line of 5th Street from the west side of 9th Street to the east side of 7th Street in Gold Hill. Overall length is 950 feet.

Purpose of survey:

Prepare plans and estimates for grading, surfacing and paving.

Estimate of cost:

Field Survey	(901)	500.00	~~xxxxxxxxxxxxx~~
Plans	(905)	200.00	
Soils	(910)	300.00	
Utility	(914)	200.00	

Total estimated cost of survey . . . . . $ 1,200

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) . .....

Total all authorizations approved (Salem) . . ..

INSTRUCTIONS

Sumbit three copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Request made by:

R. L. Chapman
Field Engineer

Recommended for Approval:

Division Engineer

Recommended for Approval:

D. F. Beals
Ass't Construction Engineer

Approved:

Ass't State Highway Engineer

State Printing 83036

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of 4 Pages

Prefix 6780 | 315-1(27)3 | FOR-99-1987

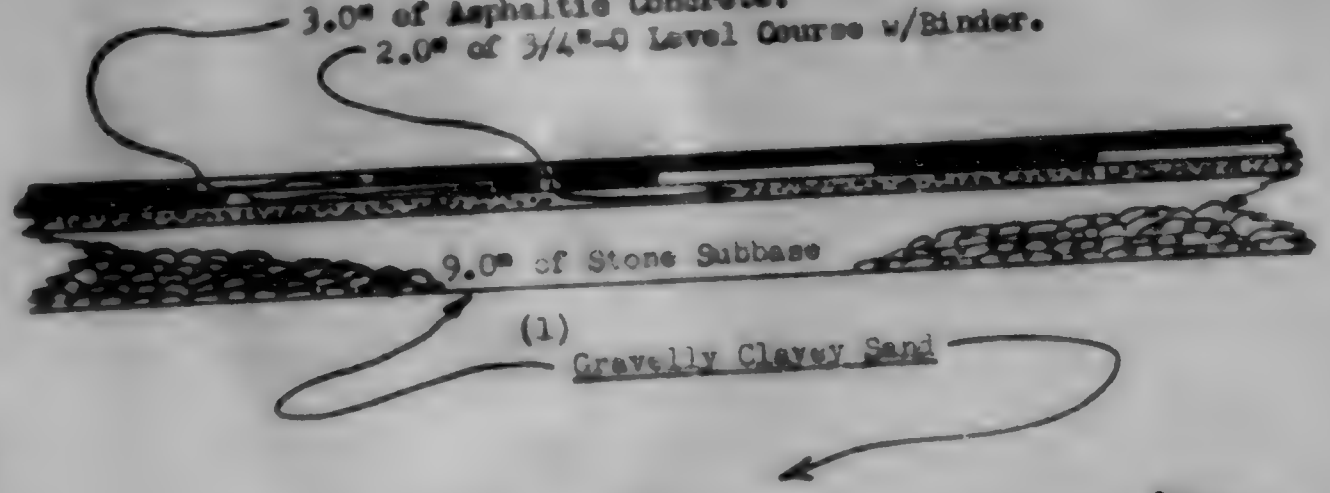
Section 5th Street Highway City of Gold Hill County Jackson

Res. Engr. _____ Approx. Length 0.18 Miles. From about 9th St. to 7th St.

Truck A.D.T. 4 Traffic Coefficient 5.5 18 kip s.a. per day 2.8.

Annual Precipitation 18"+ (Medford) Frost Penetration - - - - - - - - -.

(1)
Typical Soil
25 LL
5 PI
74 %P 10
46 %P200
26 %Gravel
19 %C Sand
9 %F Sand
31 %Silt
15 %Clay
18 "g" Value
[redacted]



	CBR Total Req.	Credit	Actual Thick.	
		6.0	3.0	A.C.
		3.0	3.0	[illegible]
		7.0	9.0	Stone Subbase
	16.0	16.0	15.0	

AASHO CLASSIFICATION:
A-4(2)

MATERIAL SOURCES:
To be determined by the Engineer

Note: See Page 2 for table of credits and remarks.

cc:
[redacted]
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
[redacted]
Rural Engineer

Submitted by C. E. [illegible] Jr. Staff Assistant

Recommended by [illegible] Engineer of Materials

Recommended by [illegible] Construction Engineer

Approved by [illegible] Asst. State Highway Engineer

5th Street
City of Gold Hill
Jackson County

Values assigned various components of the roadway structure are listed below:

1.0"	Asphaltic Concrete	=	2.0" Crushed Base
1.0"	Oil Mat	=	1.1" Crushed Base
*1.0"	Stone Subbase (Per Standard Specifications) (plus Supplementals.)	=	0.8" Crushed Base

*The City has a gravel borrow area available, and with minor selection, the material would meet the requirements for Stone Subbase.

SECTION: 5th Street

HIGHWAY: City of Gold Hill

COUNTY: Jackson

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT 140 (Total)

B. Future ADT 240 (Total)

C. Mean ADT 190 $\left(\frac{A+B}{2}\right)$

D. Design Period 20 Years

E. No. of Lanes 2

F. Percent Trucks 4 (ADT Basis)

G. Trucks (in one direction) $\frac{F}{2}$ = .02 x (C) 190 = 3.8

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 4 x (H) 100 % = 4

TRAFFIC COEFFICIENT = K (I) $^{0.119}$
where K = 4.669

= 5.5

SECTION: 5th Street

HIGHWAY: City of Gold Hill

COUNTY: Jackson

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: When constructed to present OSHD surfacing thickness standards.
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Generally A.C. or Oil
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: City requested A.C.
13. Traffic Safety: See remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSIONS AND REMARKS:

No cost comparison made as this is a short (0.18 mi.) section. See Items 6 & 12.

December 20, 1966

Mr. Fred V. Jones
City Recorder
City Hall
Gold Hill, Oregon 97525

Dear Mr. Jones:

On December 19 the State Highway Commission approved the City's request for a Special City Allotment project on Fifth Avenue, to be constructed from funds authorized by ORS 366.805.

The project was approved on the basis of the attached project description and city map showing colored in red the limits of the approved project. Also attached are regulations pertaining to these projects.

You will be contacted in the near future concerning construction details.

Very truly yours,

Forrest Cooper

By

H. S. Cox
County and City Engineer

HSCox
Att.

bcc: L. R. Chandler

NOTED
RICHARD UNREIN

SCA

CITY OF GOLD HILL

RICHARD W. STRAUS, MAYOR
FERD W. JONES, RECORDER-TREASURER
GOLD HILL, OREGON 97525

October 13, 1966.

NOTED
H. S. COX

State Highway Department
H. S. Cox, County & City Engineer
State Highway Building
Salem, Oregon 97310

Dear Sirs:

NOTED
RICHARD UNREIN

This will refer to your letter of October 6, 1966, signed by Richard Unrein, Field Engineer.

The Gold Hill City Council, at regular session held on October 5, 1966, directed me to inform you that the City of Gold Hill will be able to pay the estimated share ($2,500.00) of the cost of Special City Allotment project to which your letter refers.

Yours truly,

Ferd W. Jones
City Recorder
City Hall
Gold Hill, Oregon.

RECEIVED
OCT 17 ...
ENGINEER
...TY & CITY DIVISION

NOTED

NOTED
H. S. COX

October 6, 1966

Mr. Fred W. Jones
City Recorder
City Hall
Gold Hill, Oregon

Dear Mr. Jones:

It is planned to submit your proposed project on 5th Avenue from 9th Street to 7th Street to the Highway Commission for consideration of construction under the Special City Allotment Act (ORS 366.805).

The preliminary estimate for providing 2½' of asphaltic concrete pavement with 1' shoulders on this section is $27,500. In these instances where a City is to participate in the total construction cost of a project, the Highway Commission will only give consideration to those Cities which submit a letter stating that the City is willing and able to pay all costs in excess of $25,000.

Receipt of a letter, prior to November 1, 1966, stating Gold Hill's ability to pay its estimated share ($2,500) of the above project would be appreciated.

Very truly yours,

H. S. Cox
County and City Engineer

By NOTED
RICHARD UNREIN

Richard Unrein
Field Engineer

RU:mw

NOTED
DON HARWELL

S.C.A. INVESTIGATION DATA

City of Gold Hill Date _____, 19 66 Division III
Street (s) _____
No. previous projects 1
Last project 1953 (year)
Total SCA Funds to date $ 14,391

EXISTING

Surface now in place: A.C. — Oil X Gravel — Concrete —
Surface width: 19 feet, Shoulder-shoulder width: _____ feet
C-C width: _____ feet, Right-of-way width: 60 feet

Remarks: _____

PROPOSED

Surfacing: A.C. X Oil — Gravel — Concrete —
Pave width: 24 feet Shoulder width: 1 feet C-C width: — feet
Thickness of: A.C. 3 inches, Leveling 3 inches, Base 12 inches RIVER-RUN
Length: 1050 feet, .20 mile. Type curb: —

Remarks: _____

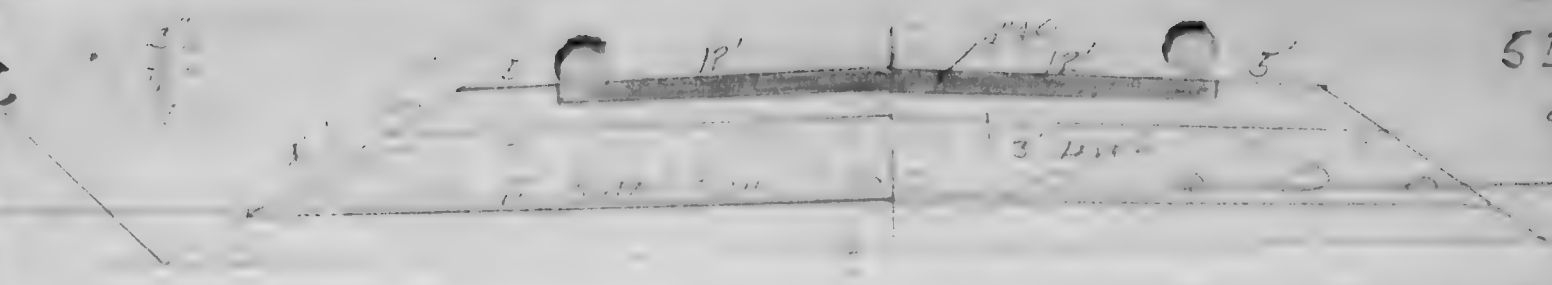
ESTIMATE

Item	Unit	Gross*	Price	Amount
Clearing	All	All	L.S.	$ 300.00
General Excavation	c.y.	5,000	1.25	6,250.00
Drainage Excavation	c.y.	40	5.00	200.00
Culvert Pipe 12"	lin. ft.	330	3.25	1,072.50
HAUL & PLACE Base Material (3/4-0) RIVER RUN	c.y.	2,370	1.25	2,962.50 1 MILE HAUL
Level Material (3/4-0)	c.y.	700	5.50	3850.00
Asphalt	ton	530	12.00	6360.00
Inlets Type D	ea.	5	150.00	750.00
Manholes	ea.	—	—	—
Concrete Curbs	c.y.	—	—	—
Concrete Walks and Drives	sq. yd.	—	—	—
Watering	M/gal.	75	4.00	300.00
Extra for Approaches	ea.	5	50.00	250.00
Adjust. [redacted] M.H.'s	ea.	2	75.00	150.00
Other binder	ALL	ALL	L.S.	340.00

* Items include 10% allowance.

Total	$ 22,725.00
Engineering & Contingencies (20%)	4,557.00
TOTAL	$ 27,342.00
City's Estimated Share of Survey	86.00
TOTAL ESTIMATED COST	$ 27,428.00

GOLD HILL
5th AVE
8/31/66



5,000 c.y.

37 c.y.

2,365 c.y.

700 c.y.

530 Ton

71 M-gal

56.00 cubic

SCA

PROJECT DATA, CITY OF GOLD HILL Date June 17, 1966

To be financed by Special City Allotment Fund and necessary city funds.

Street name Fifth Ave.
(Locate project on attached map)

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JUN 20 1966
ENGINEER
COUNTY & CITY DIVISION

Project length 950'

DESIRED STREET SECTION:

Standard roadway; width of travel way: 24 feet, width of shoulders: 5 feet

Curbed section; width curb to curb: _____ feet NO CURBS INVOLVED

Remarks _____

Surface now in place: Oil Matt ____ Paving ____ Gravel ____

Present surface width: 20 feet

RIGHT-OF-WAY: (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: 60 feet

Additional right-of-way required? Yes ____ No x

State to furnish right-of-way descriptions? Yes x No ____

Give width of intersecting streets: 7th St 60'; 8th St. 60'; 9th St. 60'

Are intersecting streets curbed? Yes ____ No x NO CURBS INVOLVED.

Remarks _____

CONCRETE CURBS: (All new curbs to be constructed at city's expense.)

Now in place? Yes ____ No ____ NO CURBS INVOLVED

Width between present curbs: _____ feet

City to construct curbs? Yes ____ No ____

To be constructed as part of project? Yes ____ No ____

Length of desired radius on curb returns: _____ feet

Does city desire special type of curbs? Yes ____ No ____

Explain: No curbs involved in this request.

SIDEWALKS (All new sidewalks to be constructed at City's expense.)- - - - - -

Are sidewalks now in place? Yes____ No____

Present sidewalks, Length: _____feet; Width:_____feet

Distance between present sidewalks: _____feet

Are sidewalks to be constructed as part of project? Yes____ No____

Width of sidewalks to be constructed: _____feet

Are sidewalks to be constructed only on one side of street? Yes____ No____

Are sidewalks to be constructed on both sides of street? Yes____ No____

Give: Length to be constructed and On which side of street

_____feet N.___ S.___ E.___ W.___

_____feet N.___ S.___ E.___ W.___

Should sidewalks be placed against curbs? Yes____ No____

Is utility strip required? Yes____ No____; Width: _____feet

Remarks NO SIDEWALKS INVOLVED IN THIS PROJECT.

STORM SEWERS -

Now in place? Yes x No____ The only underground storm drains are under 5th Ave. where it crosses 7th & 8th Sts.

If yes, are they adequate for increased flow? Yes x No____

Indicate depth of main lines from present surface: 11 feet

To be constructed by City? Yes____ No____

To be constructed as part of project? Yes____ No____

/Show location of outfall on city map./

SANITARY SEWERS -

Now in place? Yes x No____ /NOTE: City to adjust if required./

If yes, indicate depth of sewers from present surface: 8 feet

Remarks Sewer main about middle of 5th Ave. M.H. at 7th, 8th, & 9th Sts.
Laterals enter M.H. at 8th and 7th Sts.

WATER MAINS: (City to adjust if required.)

Now in place? Yes x No ___

If yes, how deep from present surface? 3½ feet

Remarks Water main on north side of 5th Ave.

DRIVEWAYS: (All driveway construction beyond curb line to be at city's expense.)

To be constructed as part of project? Yes ___ No ___

Asphaltic concrete? Yes ___ No ___

Portland cement? Yes ___ No ___

How many? ___

Must driveways be Portland cement to comply with city code? Yes ___ No ___

Is there a city ordinance specifying width and number of driveways permitted? Yes ___ No x (If yes, please include copy of ordinance.)

Remarks The school bus driveway is the only driveway involved. This is at west end of project. The school has laid an asphalt driveway there.

FRANCHISED UTILITIES: (City is to arrange for any required adjustment.)

CPU Gas lines? Yes x No ___

PP&L Electric poles? Yes x No ___

Which company? PP&L
(NOTE: If city-owned, city to adjust.)

Telephone poles? Yes ___ No ___ Use power poles.

Which company? P N W

Railroad tracks? Yes ___ No x

Which company? ___

Is crossing presently protected by automatic railroad signals?

Yes ___ No ___

Remarks CPU gas line crosses 5th Ave at 7th St. Also a line runs south side of 5th Ave. between 7th & 8th Sts.

Power poles appear to be out of way.

WORK TO BE DONE BY CITY AS PART OF PROJECT:

Grading? Yes ___ No x

Clearing? Yes ___ No x probably no clearing.

Base rock? Yes ___ No x (Base river gravel available at city pit on Rogue River)

Concrete curbs? Yes ___ No ___ No curbs involved.

Driveways? Yes ___ No ___

Remarks The school bus driveway as indicated on another page is the only one involved.

GENERAL INFORMATION:

Are city finances available? Yes ___ No ___

When available? Date _____

Has city established grade on street? Yes ___ No X
(If yes, please include copy of data.)

Please indicate site for disposal of excess excavated material: _____

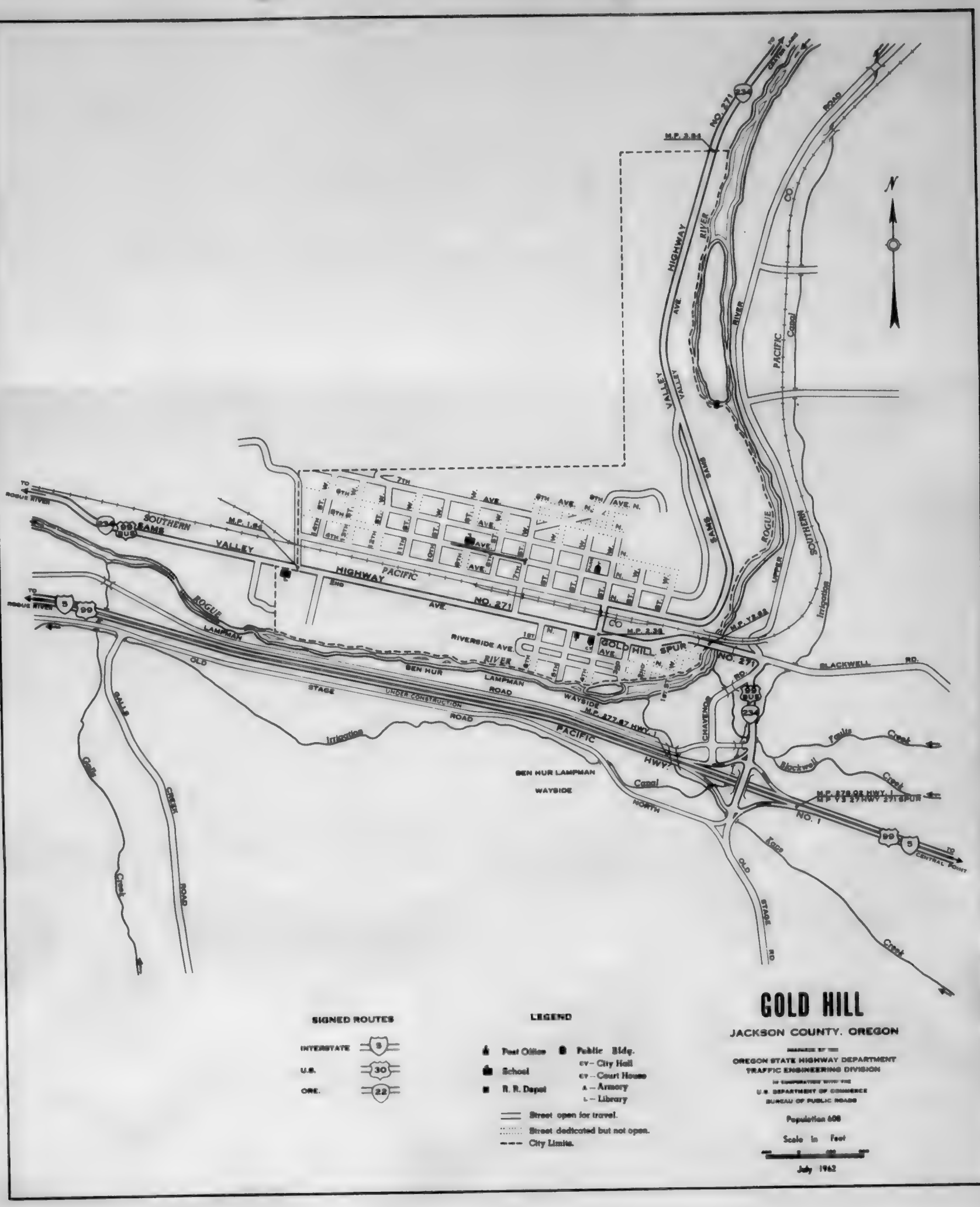
About 200 feet west of west end of project.

General remarks: The city of Gold Hill does not have regular curbs or sidewalks in residential areas.

By _____ Mayor

By _____ City Recorder ~~or City Manager~~

By _____ City Engineer



SIGNED ROUTES

INTERSTATE 5
U.S. 30
ORE. 22

LEGEND

- Post Office
- School
- R. R. Depot
- Public Bldg.
  - CH – City Hall
  - CT – Court House
  - A – Armory
  - L – Library
- Street open for travel.
- Street dedicated but not open.
- City Limits.

GOLD HILL

JACKSON COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 608

Scale in Feet

July 1962

NOTED
RICHARD UNREIN

273

R E S O L U T I O N

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of GOLD HILL is an incorporated city of the State of Oregon and has a population of 580 as given by the latest official census; and

WHEREAS, the following streets of said city,

Fifth Avenue from east side of seventh street westward to a point approximately one hundred fifty feet west of Ninth Street. A total of approximately 950 lineal feet.

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JUN 8 1966
ENGINEER
COUNTY & CITY DIVISION

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

(cc-50, 1959 Rev.)

NOTED
RICHARD UNREIN

4. That the City of GOLD HILL does hereby offer to State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Ferd W. Jones as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 6th day of June, 1966.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- - - - - - - - - - - - - - - - - - -

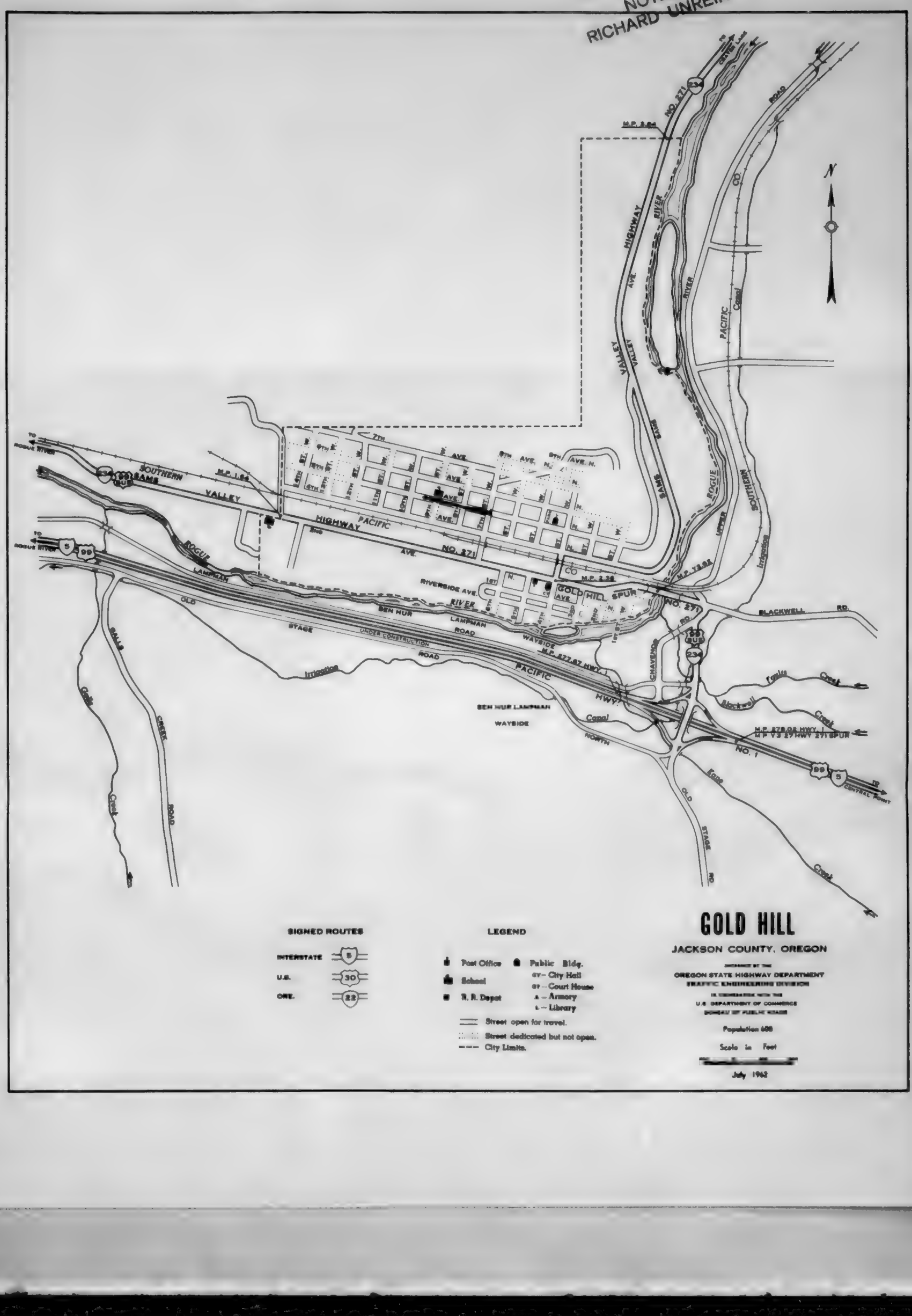
I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of GOLD HILL at a regular or special meeting of said Council, held on the 6th day of June, 1966, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 6th day of June, 1966.

Ferd W. Jones
City Recorder

(cc-50, 1959 Rev.)

NOTED
RICHARD UNREIN



SIGNED ROUTES

INTERSTATE 5
U.S. 30
ORE. 22

LEGEND

- Post Office
- School
- R. R. Depot
- Public Bldg.
- CH – City Hall
- CT – Court House
- A – Armory
- L – Library
- Street open for travel.
- Street dedicated but not open.
- City Limits.

GOLD HILL

JACKSON COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 608

Scale in Feet

July 1962

CITY OF GOLD HILL

RICHARD W. STRAUS, MAYOR
FERD W. JONES, RECORDER-TREASURER
GOLD HILL, OREGON 97525

May 3, 1966.

NOTED
P. B. Arensmeier

NOTED
H. S. COX

NOTED
R. H. PRANGE

H. S. Cox
Engineer, County & City Division,
c/o State Highway Department,
Salem, Oregon.

Dear Sir:

Please send to the City of Gold Hill an application blank to use in making application for a share of the $250,000 appropriation of special highway funds for the 1967 program.

Yours truly,

Ferd W. Jones

Ferd W. Jones
City Recorder
Gold Hill, Oregon.

NOTED
RICHARD UNREIN

Form Sent
5-4-66

RECEIVED
MAY 4 - 1966
ENGINEER
COUNTY & CITY DIVISION

NOTED
V. R. [illegible]

NOTED
HAROLD
REYNOLDSON

NOTED
DON HARWELL

Gold Hill

NOTE: (1) Please include proper titles for women officials--- i.e., Miss or Mrs.
(2) Write "To be appointed" if an officer not presently elected will be chosen later. Give date if possible.
(3) Return this form to:

H. S. Cox, Engineer
County and City Division
Oregon State Highway Department
Salem, Oregon

City GOLD HILL

City Hall Address 420 2nd Ave. P.O.Box 312

City Hall Zip Code 97525

City Hall Phone No. 855-1031

	NAME	Telephone No. *	Ext.
City Manager	NONE		
Mayor	H. D. FORCE	855-1045	
City Recorder	FERD W. JONES	855-1031	
City Attorney	Kelly, Grant & Cooney, Medford	773-8471	
City Engineer	NONE		
Councilmen	Donald E. Aarseth	855-9582	
	Francis N. Faddis	855-1385	
	Clarence Freeman	855-1203	
	Dorothy Meister (Mrs)	855-1159	
	Don Purdy	855-1539	
	Richard W. Straus	855-1327	

* Please give prefix, if any, in full.

RECEIVED
NOV 18 1966
ENGINEER
COUNTY & CITY DIVISION

15-8324 Shady Cove Rock Prod. Proj. 1967
on Crater Lake, Lake of the Woods,
#6981 Sams V., & Tiller Trail Hwys.

RECEIVED
AUG 23 1967
FOR FILING

15-8324

6981

August 23, 1967

United Pacific Insurance Company
Portland Branch Office
415 SW 10th Avenue
Portland, Oregon 97205

Gentlemen:

Contract No. 6981 awarded to M. C. Lininger & Sons, Inc., for rock production on the Shady Cove Section of the Crater Lake, Sams Valley, Lake of the Woods, and Tiller-Trail Highways in Jackson County was completed on July 21, 1967, and accepted by the Highway Commission on August 22, 1967.

Final payment in the amount of $2,163.75 will be released to the contractor after August 30, 1967. The total contract amount is $43,876.74 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Avery, Secretary
OREGON STATE HIGHWAY COMMISSION

gc

cc: M. C. Lininger & Sons, Inc.
P. O. Box 1145
Medford, Oregon 97501

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
AUG 22 1967

FOR FILING
15-8324
6981

August 22, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed July 21, 1967, on Contract No. 6981. The contract was with M. C. Lininger and Sons, Inc. and was for rock production work on the Crater Lake, Sams Valley, Lake of the Woods and Tiller-Trail Highways in Jackson County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective August 22, 1967, and that you concur in this procedure at the Commission meeting on August 29.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
L. R. Chandler

srb:rg

15-8324

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Shady Cove	WEEK ENDING: July 29, 1967
	SECTION PREFIX: 15-8324
HIGHWAY: Crater Lake, Sams Valley, Lake of the Woods & Tiller-Trail	COUNTY: Jackson
NAME OF JOB: Shady Cove	KIND OF WORK: Rock Production
CONTRACTOR: M. C. Lininger & Sons, Inc.	CONTRACT NUMBER: 6981
	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: April 3, 1967	DATE WORK STARTED: May 22, 1967
	COMPLETION DATE: July 21, 1967
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS
	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 100
	CALENDAR DAYS USED: 98
	SPECIFIED COMPLETION DATE
	PERCENT OF TIME ELAPSED: 98
PROJECT AUTHORIZATION: $ 48,684.37	
EXCLUSIVE OF ENGINEERING: $ 45,222.37	ENGINEERING AUTHORIZATION: $ 3,462.00
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 43,876.74	ENGINEERING COST TO DATE: $ 3,220.00
ESTIMATED PERCENT UNDERRUN: 3 %	PERCENT OF AUTHORIZATION: 93 %
	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
	DATE PROJECT WAS COMPLETED: July 21, 1967

Semi-final to be submitted August 3, 1967

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT							
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)					13,500		
TOTAL QUANTITIES CORRECTED TO DATE					13,690		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					13,690		
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear			Moore, Parker, Bond, Barbee, Walker, Glenn, Swan, Keating, E, Stein, Wills, Litchfield, Olson
MONDAY	Clear			
TUESDAY	Clear			
WEDNESDAY	Clear			
THURSDAY	Clear			
FRIDAY	Clear			
SATURDAY	Partly Cloudy			

RECEIVED
OCT 3 1967
CONSTRUCTION DIVISION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	No Activity
TUESDAY	No Activity
WEDNESDAY	No Activity
THURSDAY	No Actigity
FRIDAY	No Activity
SATURDAY	

REMARKS

Project completed. Semi-final estimate will be submitted August 3, 1967.

This will be the final weekly report.

SIGNED B E Brown LOCATION Medford

Bill E. Brown, Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

RECEIVED
APR 14 1967

GLENN L. JACKSON, CHAIRMAN
KENNETH H. BAILEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 14, 1967

M. C. Lininger & Sons, Inc.
P. O. Box 1145
Medford, Oregon 97501

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 6981 for rock production on the Shady Cove Section of Crater Lake, Sams Valley, Lake of the Woods and Tiller-Trail Highways in Jackson County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

Encl.

cc United Pacific Insurance Company
Portland Branch Office
415 S. W. 10th Avenue
Portland 5, Oregon

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

RECEIVED
APR 5 - 1967
FOR FILING

12-8324
6981

April 4, 1967

M. C. Lininger & Sons, Inc.
P. O. Box 1145
Medford, Oregon 97501

Gentlemen:

Enclosed are three copies of Contract No. 6981 for $43,275.00 awarded to you by the State Highway Commission on April 3, 1967. This contract is for rock production on the Shady Cove Section of Crater Lake, Sams Valley, Lake of the Woods and Tiller-Trail Highways in Jackson County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin April 15, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

win
Enclosures
bc Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)
L. R. Chandler
Bill Brown

CJI-5-2(1) Wolf Cr.-Medford Sec., 1967
CJI-5-1(1) Pacific Hwy. (Junk Yard
#6982 screening at 5 locations)

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DEC 13 1967
Region
Wash DC

12-1-67

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FOR . . .

FINAL REPORT

(PPM 20-6.1)

es

REGION NO.	REPORT NO.	COUNTY	DIVISION
8	CJI-5-3 2(1)	Josephine & Jackson	Oregon
DATE OF REPORT	REPORT MADE BY		PROJECT NO.
12-1-67 6 1	C. T. Christianson, Area Engr		CJI-5-1(1) & CJI-5-2(1)
COMPLETION DATE	ACCEPTANCE DATE BY CONTRACTING AGENCY	TIME ELAPSED	APPROVED EXTENSION(S)
10-31-67	11-17-67	100%	None
CONTRACT TIME C. comp. date 6-15-67	LOCATION	Beginning 0.2 mile north of the Wolf Creek Interchange and ending 12.0 miles west of Medford on I-5.	

~~The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.~~

A copy of the State's materials certificate is attached to the Division office copy of this report.

Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with Section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

Other remarks:

WOLF CREEK - MEDFORD SECTION
PACIFIC HIGHWAY
Junkyard Screening

This project provided for the screening of five junkyards at intermittent locations within this section of Interstate Route 5. The work consisted of furnishing and placing of topsoil, furnishing and planting of trees, shrubs and vines, and the installation of a special chain-link fence with pickets.

This project was completed at a final contract cost of $18,085.76 representing a negligible underrun of 2 percent.

RECEIVED
DEC 7 - 1967
OFFICE OF
STATE HIGHWAY ENGINEER

The project has been completed in substantial conformity with the approved plans and specifications, including authorized changes and extra work.

Acceptance of the project is recommended.

Clifford T. Christianson
C. T. Christianson
Area Engineer

A. W. Parsons
A. W. Parsons
Division Engineer

Project Accepted ~~12-1-67~~
Date

Morgan 12-7-67

RECEIVED
NOV 21 1967
ENGINEERING
CJI-5-20
6982

November 20, 1967

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 6982 awarded to Baltz & Son Company for screen planting on the Wolf Creek-Medford Section of the Pacific Highway in Josephine and Jackson Counties was completed on July 14, 1967, and accepted by the Highway Commission on November 17, 1967.

Final payment in the amount of $1,516.66 will be released to the contractor after November 28, 1967. The total contract amount is $18,073.76 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

go

cc: Baltz & Son Company
9817 E. Burnside
Portland, Oregon 97216

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
NOV 17 1967
FOR FILING

CJI-5-2(1)
6982

November 17, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed July 14, 1967, on Contract No. 6982. The contract was with Baltz and Son Company and was for screen planting on the Wolf Creek-Medford Section of the Pacific Highway in Josephine and Jackson Counties.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective November 17, 1967, and that you concur in this procedure at the Commission meeting on December 12.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
L. R. Chandler

srb fn

CJI-5-2(1)
6982

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Wolf Creek - Medford		WEEK ENDING: November 4, 1967
		SECTION PREFIX: 615-0701
HIGHWAY: Pacific		COUNTY: Josephine & Jackson
NAME OF JOB: Wolf Creek - Medford	KIND OF WORK: Screen Planting	
CONTRACTOR: Baltz & Son Company	CONTRACT NUMBER: 6982	FEDERAL AID PROJECT NUMBER: CJI-5-2(1); CJI-5-1(1)
DATE OF CONTRACT: 4-3-67	DATE WORK STARTED: 5-10-67	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 3 SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 21,337.42	SPECIFIED COMPLETION DATE: 8-31-67	PERCENT OF TIME ELAPSED
EXCLUSIVE OF ENGINEERING: $ 19,820.10	ENGINEERING AUTHORIZATION $ 1,517.32	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 18,085.76	ENGINEERING COST TO DATE $ 2,378.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____ %	PERCENT OF AUTHORIZATION 157 %	DATE PROJECT WAS COMPLETED: July 14, 1967

Semi-Final Estimate Submitted 8-2-67

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Foggy - Fair			
MONDAY	" "			
TUESDAY	" "			
WEDNESDAY	" "			
THURSDAY	Fair			
FRIDAY	"			
SATURDAY	Lt. Clds. Fair			

RECEIVED

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	Replacement Planting - Units "A, B & D"
TUESDAY	Same
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Contractor completed replanting and shaping of beds and cleanup of project Tuesday.

Submitted third notification and Post Semi-Final.

Final Report.

SIGNED A L Gilmore LOCATION Grants Pass, Ore.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
NOV 15 1967
COMMISSIONERS
GLENN A. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX
CJI-5-2(1)
6982

STATE COPY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 3, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Dear Sir:

This is to advise you that the replacement planting was completed on October 31, 1967, on Contract No. 6982, Wolf Creek-Medford Section, in Josephine and Jackson Counties, in connection with Federal-Aid Project Nos. CJI-5-2(1) and CJI-5-1(1).

We request that your office return a signed copy of this letter indicating acceptance or listing below any items or conditions which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

NOTED
F. B. KLABOE

By

L. H. Young
Office Engineer

Young
11-14-67

Bureau of Public Roads
Oregon Division Office Endorsement Date November 13, 1967

Conditions noted on above date:
As mentioned in the final inspection report, dated October 24, 1967, this project is considered complete upon receipt of this notification.

RECEIVED
NOV 14 1967
OFFICE OF
STATE HIGHWAY ENGINEER

CTC/

A. W. Parsons
Division Engineer

By: G. R. Brooks, Dist Engr (for M.E.Martin)

RECEIVED
APR 24 1967
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIESLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

cgI-5-2 (1)

6982

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

April 24, 1967

Baltz & Son Co.
9817 E. Burnside
Portland, Oregon 97216

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 6982 for screen planting on the Wolf Creek-Medford Section of the Pacific Highway in Josephine and Jackson Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

win
Encl.

cc United Pacific Insurance Company
Portland Branch Office
415 S. W. 10th Avenue
Portland 5, Oregon

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

STATE COPY

n Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
5-3		Oregon
PROJECT REPORT NO.	FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	COUNTY
6 6982	4-18-67	Jackson
		PROJECT NO. CJI-5-1(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Medford - Josephine County Line Section.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING	2-13-67	0.00
RIGHTS-OF-WAY		
CONSTRUCTION	3-1-67	0.00
OTHER (Specify)		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS Pro Rata 75%
$ 7,953.00	$ 5,964.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. W. Blake

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

A. W. PARSONS, Division Engineer

By L. R. Backlund
(Authorized Representative)

L. R. Backlund, Administrative Manager

Date executed by Division Engineer APR 18 1967

Oregon State Highway Department

Federal-Aid
Project No. CJI-5-1(1)

MEDFORD-JOSEPHINE COUNTY LINE SECTION

OF THE PACIFIC HIGHWAY IN JACKSON COUNTY

Project Agreement Estimate.

Salem, Oregon, April 7, 1967

Type Code P.E.

Preliminary Engineering	All Required	$1,800.00

Type Code Y023
Screening (Sta. 424+00 to 428+00)(Sta. 256+00 to Sta. 260+50)(Contract 6982)

Furnishing and Placing Topsoil	610 cu.yd.	$ 3.95	$2,409.50
48-inch Culvert Pipe	20 lin.ft.	25.00	500.00
Furnishing and Planting Trees	100 only	12.50	1,250.00
Furnishing and Planting Shrubs	250 only	3.14	785.00
Inorganic Fertiliser	2 cwt.	8.20	16.40
Manure Fertiliser	9 cu.yd.	12.00	108.00
Mulch	13 unit	25.00	325.00
			$5,393.90
Flagging (57½% of Contractor's Cost)	All Required		$ 200.00
	Subtotal		$5,593.90
	10% Engr. & Cont.		559.10
	Total		$6,153.00

Length of Project - - - - 0.00 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$1,800.00	$1,350.00	$ 450.00
Screen Planting	6,153.00	4,614.00	1,539.00
	$7,953.00	$5,964.00	$1,989.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal-Aid
Project No. OJL-5-1(1)

MEDFORD—JOSEPHINE COUNTY LINE SECTION

OF THE PACIFIC HIGHWAY IN JACKSON COUNTY

PE & R estimate.

Salem, Oregon, February 21, 1967

Type Code P.E.			
Preliminary Engineering	All Required		$ 1,800.00
Type Code Y023			
Screening (Sta. 353+00 to Sta. 357+00)(Sta. 256+00 to Sta. 260+50)			
Furnishing and Placing Topsoil	610 cu.yd.	5.00	$ 3,050.00
48-inch Culvert Pipe	20 lin.ft.	25.00	500.00
Furnishing and Planting Trees	100 only	20.00	2,000.00
Furnishing and Planting Shrubs	250 only	5.00	1,250.00
Inorganic Fertilizer	2 cwt.	10.00	20.00
Manure Fertilizer	9 cu.yd.	10.00	90.00
Mulch	13 unit	20.00	260.00
			$ 7,170.00
Flagging (5% of Contractor's Cost)	All Required		$ 200.00
	Subtotal		$ 7,370.00
	10% Engr. & Cont.		737.00
	Total		$ 7,907.00

Length of Project - - - - - - 0.00 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 1,800.00	$ 1,350.00	$ 450.00
Screening	7,907.00	5,930.00	1,977.00
Total	$ 9,707.00	$ 7,280.00	$ 2,427.00

STATE COPY

Form Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
5-4		Oregon
PROJECT REPORT NO.	FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	COUNTY
6 6982	4-18-67	Josephine
		PROJECT NO. CJI-5-2(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Jackson Co. Line - Wolf Creek Section.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING	2-13-67	0.00
RIGHTS-OF-WAY		
CONSTRUCTION	3-1-67	0.00
OTHER (Specify)		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 15,709.00	$ 11,781.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. K. Lobe

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

A. W. PARSONS, Division Engineer

By L. R. Backlund
(Division Engineer)

L. R. Backlund, Administrative Manager

Date executed by Division Engineer APR 18 1967

Oregon State Highway Department

Federal-Aid
Project No. CJI-5-2(1)

JACKSON COUNTY LINE-WOLF CREEK SECTION

ON THE PACIFIC HIGHWAY IN JOSEPHINE COUNTY

Project Agreement Estimate.

Salem, Oregon, April 7, 1967

Type Code P.E.

Preliminary Engineering	All Required		$ 1,000.00

Type Code Y023
Screening (Sta. 648+00 to Sta. 654+00)(Sta. 1149+00 to Sta. 1155+00)
(Sta.1166+50 to Sta.1172+50)(Contract No. 6982)

Clearing and Grubbing	All Required		$ 1,800.00
Embankment in Place	550 cu.yd.	$ 2.85	1,567.50
Furnishing and Placing Topsoil	300 cu.yd.	3.95	1,185.00
4' Chain-Link Fence with Pickets	670 lin.ft.	3.60	2,412.00
Furnishing and Planting Trees	100 only	12.50	1,250.00
Furnishing and Planting Shrubs	1,050 only	3.14	3,297.00
Inorganic Fertiliser, 10-16-6	6 cwt.	8.20	49.20
Manure Fertiliser	26 cu.yd.	12.00	312.00
Mulch	48 unit	25.00	1,200.00
			$13,072.70
Flagging (57½% of Contractor's Cost)	All Required		$ 300.00
	Subtotal		$13,372.70
	10% Engr. & Cont.		1,336.30
	Total		$14,709.00

Length of Project - - - 0.00 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 1,000.00	$ 750.00	$ 250.00
Screening	14,709.00	11,031.00	3,678.00
Total	$15,709.00	$11,781.00	$3,928.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal-Aid
Project No. CJI-5-2(1)

JACKSON COUNTY LINE-WOLF CREEK SECTION

ON THE PACIFIC HIGHWAY IN JOSEPHINE COUNTY

PS & E estimate.

Salem, Oregon, February 22, 1967

Type Code P.E.

Preliminary Engineering	All Required		$ 1,000.00

Type Code Y023
Screening (Sta. 648+00 to Sta. 654+00)(Sta. 1149+00 to Sta. 1155+00)
(Sta. 1166+50 to Sta. 1172+50)

Clearing and Grubbing	All Required			$ 1,500.00
Embankment in Place	550	cu.yd.	2.00	1,100.00
Furnishing and Placing Topsoil	300	cu.yd.	5.00	1,500.00
4-foot Chain Link Fence with Pickets	670	lin.ft.	5.00	3,350.00
Furnishing and Planting Trees	100	only	20.00	2,000.00
Furnishing and Planting Shrubs	1,050	only	5.00	5,250.00
Inorganic Fertilizer 10-16-8	6	cwt.	10.00	60.00
Manure Fertilizer	26	cu.yd.	10.00	260.00
Mulch	48	unit	20.00	960.00
				$ 15,980.00
Flagging (57½ of Contractor's Cost)	All Required			$ 300.00
			Subtotal	$ 16,280.00
			10% Engr. & Cont.	1,628.00
			Total	$ 17,908.00

Length of Project - - - - - - - - 0.00 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 1,000.00	$ 750.00	$ 250.00
Screening	17,908.00	13,431.00	4,477.00
Total	$ 18,908.00	$14,181.00	$ 4,727.00

Form CD-121 (Rev. 3-63) (Prescribed by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

RECEIVED
APR 13 1967

CC I-5-2(1)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 10, 1967

In reply refer to: 08-35-EC

6982

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project CJF 5-1(1) and CJF 5-2(1)
Wolf Creek - Medford Section
Screen Planting

As requested in Mr. Young's letter of April 7, 1967 advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of April 3, 1967 in the award of Contract No. 6982 to Baltz & Son Co. of Portland, Oregon, low bidder in the amount of $18,466.60 at the March 23, 1967 bid opening.

Young 4-13-67

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 7 - 1967

Fred W. Hill, Member
Helix

F-5-2 (1)
6982

April 7, 1967

Mr. A. W. Parsons
Division Engineer
Dept. of Transportation
Federal Highway Admn.
477 Cottage St., N. E.
Salem, Oregon 97301

Dear Sir:

Confirmation of your tentative concurrence as of March 24, 1967, is requested in the award of contract for the Wolf Creek-Medford Section, Project Nos. CJF-5-1(1) and CJF-5-2(1).

The contractor receiving the award is Bults & Son Co. of Portland in the amount of $18,466.60 with the Contract No. 6982 assigned. This bid was received on March 23, 1967 and awarded April 3, 1967.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding non-discrimination in employment as required by Bureau of Public Roads IM 20-4-64.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion.

There are no utilities involved in these two projects.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:bb

(D) 15 16 12 17
APR 10 1967

Fred W. Hill, Member
Hollis
CJI-5-2(1)
6982

April 6, 1967

Mr. A. W. Parsons
Division Engineer
Department of Transportation
Federal Highway Administration
477 Cottage St. N. E.
Salem, Oregon

Advertising Control and
Junkyard Control Funds
Fiscal Year 1967

Dear Sir:

We hereby request, in accordance with PM 21-11-65, we be allocated additional Junkyard Control Funds (Appn. Code 657) in the amount of $14,194. This request is based on the following listed Junkyard Control Project, for which we intend to obligate Federal Funds prior to June 30, 1967.

Under Contract	Total Cost	Federal Funds
1. Wolf Creek-Medford Section		
Project CJI-5-1(1)°	$ 7,953	$ 5,964
Project CJI-5-2(1)°	15,709	11,781
Proposed for Contracting Prior to June 30, 1967		
2. Powell Valley-Duncan Rd. Section		
Project CJF-24(1)°°	$ 7,481	$ 5,610
3. Halsey-Harrisburg Section		
Project CFJ-3(2)°°	4,042	3,031
4. Eugene Section		
Project CJF-3(1)°°	22,453	16,843
5. Sunset Camp-N. Plains Section,		
Sunset Hwy., MP 45.58,		
Washington County	6,500	4,875
6. Washburn-Sunset Hwy. Jct.,		
Wilson River Hwy., MP 42.74,		
Washington County	5,500	4,125

	Total Cost	Federal Funds
7. Gold Beach Section, Oregon Coast Hwy., MP 332.04 Curry County	$ 10,500	$ 7,875
8. Talent-Ashland Section, Pacific Hwy. (US 99), MP 15.13, Jackson County	21,000	15,750
9. Curtin-Anlauf Section, I-5, MP 155.0, Douglas County	6,500	4,875
10. Anlauf-Jct. Drain/Yoncalla Hwy., MP 168.50, Douglas County	21,000	15,750
11. Comas Valley-Winston Section, Coos Bay-Roseburg Hwy., MP 56.70, Douglas County	5,500	4,125
12. Ontario Section, I-80N, MP 410.00, Malheur County	17,500	13,125
13. LaGrande-N. Powder Section, Old Oregon Trail, MP 256.00, Union County	8,500	6,375
Total	$160,143	$120,104

Total Federal Funds Required	$120,104
Present Federal Fund Allocation	105,910
Additional Federal Funds Required	$ 14,194

* Project Agreement Estimates
** P.S. & E. Estimates

Note: All of the above estimated costs include Preliminary Engineering.

We trust this information is sufficient to allow the allocation of the additional Junkyard Control Funds required by the State.

In addition to that requested for specific Junkyard Control Projects, we further request we be allocated $40,000 Federal Funds for additional Junkyard Control Projects which will be selected during the remaining three months of the 1967 Fiscal Year.

We wish to state further that we do not intend to obligate any Advertising Control Projects in the last three months of the Fiscal Year 1967.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

RNC:ia

cc: R. L. Porter
L. H. Young
F. D. Morgan
R. N. Chase
M. H. Astrup

FORM F.H.-1001-1M-2-68 SP-23500-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 5, 1967

CJI-5-2 (1)

6982

TO: Mr. L. H. Young
State Highway Engineer

SUBJECT: Junkyard Screening
Request for Additional Funds

1525

It is requested that action be taken for transfer of $13,490 from the "Allocation of Federal Funds for Outdoor Advertising Control" to the funds "Allocated for Junkyard Control" required for the following projects which have been or will be contracted prior to June 30, 1967.

UNDER CONTRACT

Wolf Creek-Medford Sec., I-5 (CJI-5-2(1) & CJI-5-1(1)	$ 23,700

PROPOSED FOR CONTRACTING PRIOR TO July 1967

Powell Valley-Duncan Rd. Sec. (CJF-24(1)	7,000	
Harrisburg-Eugene Sec. (CJF-3(2) & (CJF-3(4)	26,000	
Sunset Camp-Bl.Plains Sec., Sunset Hwy., MP 45.58, Washington Co.	6,500	
Washburn-Sunset Hwy Jct., Wilson River Hwy., MP 42.74, Wash. Co.	5,500	
Gold Beach Sec., Ore. Coast Hwy., MP 332.04, Curry Co.	10,500	
Talent-Ashland Sec., Pac. Hwy (US 99) MP 15.13, Jackson Co.	21,000	
Curtin-Anlauf Sec., I-5, MP 155.0, Douglas Co.	6,500	
Anlauf-Jct. Drain/Roseburg Hwy., MP 168.50, Douglas Co.	21,000	
Camas Valley-Winston Sec., Coos Bay-Roseburg Hwy., MP 56.70, Douglas Co.	5,500	
Ontario Sec.-I-OCH, MP 410.00, Malheur Co.	17,500	
LaGrande-Jct. Powder Sec., Old Ore. Trail, MP 256.00, Union Co.	8,500	
TOTAL		$159,200

SUMMARY OF FUNDS

Estimated Total Cost of Projects		$159,200
" " " "	(State Share)	39,800
" " " "	(Federal Share)	119,400
Allotted CJ Funds		105,910
Additional Funds Required from CA		$ 13,490

F. D. Morgan
Construction Engineer

By Mark N. Astrup

Mark N. Astrup
Landscape Engineer

cc: F. E. Klabee ✓
F. D. Morgan

RECEIVED
APR 5 - 1967
FOR FILING

CJI-5-2 (1)
6982

April 4, 1967

Baltz & Son Co.
9817 E. Burnside
Portland, Oregon 97216

Gentlemen:

Enclosed are three copies of Contract No. 6982 for $18,466.60 awarded to you by the State Highway Commission on April 3, 1967. This contract is for screen planting on the Wolf Creek-Medford Section of the Pacific Highway in Josephine and Jackson Counties.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion dates on this contract are June 15, 1967, for all planting work and August 31, 1967, for the balance of the work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Enclosures
bc Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)
L. R. Chandler
A. L. Chapman
Mark Astrup

RECEIVED
MAR 8 - 1967

CJI-5-2 (1)
CJI-5-1 (1)

Form CO-72
(11-63)
(Prss. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO 6982 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: March 1, 1967

In reply refer to: 08-35.2-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

SUBJECT: Oregon Projects CJI 5-1(1) and CJI 5-2(1)
Wolf Creek-Medford Section
Screen Planting

P. S. & E. documents for the subject projects have been reviewed and are hereby approved concurrently with Mr. Young's February 21, 1967 requests for approval of individual project program changes (PR-9's) adding landscape screening to the P. E. projects. You are authorized to advertise the projects for bids. Signed copies of the title sheets are returned herewith.

Our authorization is with the understanding that all necessary right of way is available for the project and access rights previously acquired with no utility adjustments involved as indicated in Mr. Oakes' and Mr. Litchfield's February 20 and February 21, 1967 reports.

You are authorized to proceed with the contractor's flagging included in both estimates for $500.00.

The following revised Supplemental Standard Specifications are conditionally approved for use on this project:

Division I - General Requirements	March 1967
Division II - Part 4 - Structures	March 1967

Inasmuch as our detailed review is not complete these specifications are hereby conditionally approved with the understanding that you will make any corrections found necessary following completion of our review.

Mr. Young's February 27, 1967 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items previously accepted.

Attachment

REFERRED TO
Young / Wilcox
Dy. Asst. State Hwy. Engr.
3-8-67

RECEIVED
MAR 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
FEB 28 1967
FOR FILING

(CJI-5-2(1))

6942

February 24, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Wolf Creek-Medford Section
Project Nos. CJI-5-1(1) and
CJI-5-2(1)

Dear Sir:

We are submitting additional program data for the above-mentioned projects, which we desire to have included in the Federal-Aid Program "Highway Beautification Act of 1965".

We are forwarding the following information for each project:

Program Data, PR-9
Cost Estimate
Contract Specifications
Contract Plans

We trust this will provide sufficient information to allow us to receive bids at our March 23, 1967 bid opening. Necessary state reports and certifications will be included in our normal letter requesting authorization to advertise.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:bb

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-9 (REV. 4-61)

REQUEST FOR A
OF INDIVIDUAL PROJECT
(PPM 21-1 AN

CARD																			
2	REPORT NUMBER (19)(20) 21	2	PROJECT LOCATION (65 typewriter spaces) 65	I-5 Medford to Josephine Co. Line	ADT	8,700	FUTURE (66)	19,700	YEA (70)(71)	87
3	CHARACTER OF PROPOSED WORK (35 spaces) 28 62	PE, Landscape Screening (Junkyards)	NATL. FOREST (63)(65)		FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO (66)(68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL AUTH 74	COUNTY NAME	Jack
4	CLASS OF FEDERAL FUNDS [1]	Junkyard Control										
	NAME OF URBAN AREA 17-31		F.A. SYSTEM	Interstate								

CARD 5	LINE NO.	CHNG CODE	PROJECT COUNT	WORK CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	TOTAL COST
	(1)(65)	16	41	42	43 - 46	53					(54) (58)	(59) (6
5					PE		ITEM AS NOW PROGRAMED	7	I-5-1(1)	I-5 Medford to Josephine Co. Line		1,800
					ROW							(36,000)
					CONST							
										PROJECT TOTAL	0.36	1,800
5					PE		REQUESTED REVISION	7	I-5-1(1)	I-5 Medford to Josephine Co. Line		1,800
					ROW							
					CONST							7,907
												(16)
										PROJECT TOTAL		9,707

CARD		
1	A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐	PROJECT WITHDRAWN YES ☐
1	COLUMN 14 ⟶ CODE 11	CODE 2

REASON FOR CHANGE: To add to character of propo
the junkyards. To increase project cost t
Note: Junkyard at M.P. 291.5 is not appro

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

DATE OF INITIAL APPROVAL:	PROGRAM REVISION REQUESTED	RECOMMEND
February 13, 1967	DATE February 21, 1967	DATE
OTHER:	SIGNATURE	SIGNATURE
	ENGINEER Office	TITLE

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

			FUTURE YEAR	REGION	STATE NAME	STATE CODE	APPN. CODE	ITEM NO.
05	ADT	8,700	19,700 (66) (70) 87 (71) (72)	08 (74) (75)	Oregon	35 (2) (3)	657 4 6	7 (14) (16)

FOR MISCELLANEOUS FUNDS ONLY						PROJECT NUMBER		I PROJECTS ONLY	
NO. (68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL AUTH YR. 74 75	PREFIX LETTER(S) 14 23	NUMBER-AGR. NO. 7 13	POST MI. (24) (26)	DESIG. 27
						CJI-	5-1(1)		

	COUNTY NAME	CODE
	Jackson	14 029 15

.A. SYSTEM	RTE NO.	FEDERAL AID	STATE (32) (36)	U.S. (37) (41)
Interstate	I	I-5		I-5

TERMINI (54) (58)	MILES	PROJECT COST TOTAL COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	CHARACTER OF PROPOSED WORK
I-5 Medford to Josephine Co. Line		1,800 (36,000)	1,350	450	P.E. including PS & E preparation (Landscape screening of 3 junkyards, Hwy. Mile Points 291.5, 279.6 & 266.6)
PROJECT TOTAL	0.36	1,800	1,350	450	
I-5 Medford to Josephine Co. Line		1,800 7,907 (16) (23)	1,350 5,930 (24) (33)	450 1,977	P.E. including PS & E preparation, planting trees, shrubs & vines, irrigation system, topsoiling and drainage adj. (2 junkyards, Hwy. Mile Points 279.6 & 266.6)
PROJECT TOTAL		9,707	7,280	2,427	

REASON FOR CHANGE: To add to character of proposed work the physical construction required to screen the junkyards. To increase project cost to reflect the additional work.
Note: Junkyard at M.P. 291.5 is not approved for screening per BPR letter of Feb. 13, 1967. (Over)

ISION REQUESTED	RECOMMENDED	APPROVED
, 1967	DATE	DATE
	SIGNATURE	SIGNATURE
	TITLE	TITLE

how both classes of funds involved.

USCOMM-DC 48988-P61

Reason For Change: contd.

Project Data

The proposed project consists of Preliminary Engineering and construction phase to screen the following junkyards:

M.P.	Location and Description of Work Involved
279.6	On northerly side of highway. Planting trees and shrubs, placing topsoil. (Approx. 450 lin.ft.)
266.6	On northerly side of highway. Planting trees and shrubs, placing topsoil. (Approx. 400 lin.ft.)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-9 (REV. 4-61)

REQUEST FOR A
OF INDIVIDUAL PROJECT
(PPM 21-1 A

CARD																				
2	REPORT NUMBER (18)–(20)	2	PROJECT LOCATION (45 typewriter spaces) 21–65	I-5 Grants Pass to Wolf Creek								ADT	6,900	FUTURE (66)	13,800	(70)	YEA (71)	87		
3	CHARACTER OF PROPOSED WORK (35 spaces) 28–62	PE, Landscape Screening (Junkyards)			NATL. FOREST (63)–(65)		FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO. (66)–(68)		SUPV AGCY 69		DA CLASSIF. 70		DA AREA 71	EMERG. YR. 72–73		PL AUTH 74				
4	CLASS OF FEDERAL FUNDS [1]	Junkyard Control															COUNTY NAME	Jose		
	NAME OF URBAN AREA 17-31										F.A. SYSTEM	Interstate								

CARD 5	LINE NO.	CHNG CODE	PROJECT COUNT	WORK CL	WORK TYPE (42–46)	STEP (53)	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES (54)–(58)	TOTAL COST (59)–
1	(1-4)	16	41	42	43 - 46	53						
5					PE		ITEM AS NOW PROGRAMED	8	I-5-2(1)	I-5 Grants Pass to Wolf Creek		1,000
					ROW							
					CONST							(20,000)
										PROJECT TOTAL	0.47	1,000
5					PE		REQUESTED REVISION	8	I-5-2(1)	I-5 Grants Pass to Wolf Creek		1,000
					ROW							
					CONST							17,908
										PROJECT TOTAL	0.47	(16) (2) 18,908

CARD 1			
1	A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐	PROJECT WITHDRAWN YES ☐	REASON FOR CHANGE: To add to character of propo yards. To increase project cost to reflect
1	COLUMN 14 ⟶ CODE 11	CODE 2	

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

DATE OF INITIAL APPROVAL:	PROGRAM REVISION REQUESTED	RECOMMEND
February 13, 1967	DATE: February 21, 1967	DATE
OTHER:	SIGNATURE	SIGNATURE
	ENGINEER: Office	TITLE

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

	ADT	6,900	FUTURE 13,800	YEAR 87	REGION 08	STATE NAME Oregon	STATE CODE 35	APPN. CODE 657	ITEM NO. 8

FOR MISCELLANEOUS FUNDS ONLY

ROUTE NO	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR

PROJECT NUMBER: PREFIX LETTER(S) CJI- ; NUMBER-AGR. NO. 5-2(1)

I PROJECTS ONLY: POST MI. ; DESIG.

COUNTY NAME: Josephine — CODE 033

F.A. SYSTEM: Interstate — RTE NO. I — FEDERAL AID I-5 — STATE — U.S. I-5

	TERMINI	MILES	PROJECT COST: TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CHARACTER OF PROPOSED WORK
1)	I-5 Grants Pass to Wolf Creek		1,000 (20,000)	750	250	P.E. incl. PS & E prep. (Landscape screening of 3 junkyards, Hwy. Mile Points 259.8, 259.4 and 242.4)
	PROJECT TOTAL	0.47	1,000	750	250	
1)	I-5 Grants Pass to Wolf Creek		1,000 17,908	750 13,431	250 4,477	P.E. incl. PS & E prep. Planting trees & shrubs, placing topsoil and fencing. (To screen junkyards at Mile Points 259.8, 259.4 and 242.4)
	PROJECT TOTAL	0.47	18,908	14,181	4,727	

REASON FOR CHANGE: To add to character of proposed work the construction phase to screen the junkyards. To increase project cost to reflect cost of the additional work.

(Over)

REVISION REQUESTED	RECOMMENDED	APPROVED
ry 21, 1967	DATE	DATE
	SIGNATURE	SIGNATURE
NEER	TITLE	TITLE

ing, show both classes of funds involved.

USCOMM-DC 48903-P61

Reason For Change: contd.

Project Data

The proposed project now consists of P.E. and construction phase to screen the junkyards as follows:

M.P.	Location and Description of Work
259.8	On westerly side of highway. Construct embankment beam and 4-foot chain link fence with redwood slats.
259.4	On westerly side of highway. Plant trees and shrubs, placing topsoil.
242.4	On westerly side of highway. Plant trees and shrubs, placing topsoil.

RECEIVED
FEB 24 1967

Commissioners
J. Pat Wilkes, Klamath Falls
Chairman
Wayne L. Phillips, Baker
Vice-Chairman
John P. Amacher, Winchester
Tallant Greenough, Coquille
Joseph W. Smith, Klamath Falls

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

CQI-5-2 (1)
CQI-5-1 (1)
6483

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S W ALDER STREET
PORTLAND

February 21, 1967

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

This is in reply to your letter of February 16, 1967 relative to enclosed plan title sheet for project:

Wolf Creek-Medford Section, Pacific Highway, Josephine and Jackson Counties

Please be advised that no conflict with fishery resources will result from this project and the project is approved.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR
By R. O. Koski
R. O. Koski
Chief of Liberations

ROK/dm

2-23-67 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall
T. C. Roake
J. E. Morelock
L. R. Chandler (2)
fp

Routing

Morgan	Rees
Docker	Morelock
Bond	Trout
Barbee	Scott
Walker	Wille
Glenn	Litchfield
Swan	Olsen

RECEIVED
FEB 23 1967
CONSTRUCTION
DIVISION

FORM E-30 50M 10-65

F. B. Klaboe

CJI-5-2(1)
6482

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 20, 1967

To: Mr. L. H. Young
Office Engineer

BUILDING

SUBJECT: SUPPLEMENTAL
Right of Way Status
FAI PROJECTS
March 23 Bid Opening

On the following Interstate project all right of way, rights of entry and rights of access were previously acquired and the contractor can make immediate entry.

Relocation advisory assistance was offered on our previous acquisition.

Wolf Creek-Medford Section,
Pacific Highway, Josephine
and Jackson Counties:
Screen Planting

G. E. ROHDE
Chief Counsel

John R. Oakes
Assistant Right of Way Engineer

JRO:CE
cc: F. B. Klaboe
C. H. Maison
G. E. Rohde
M. R. Mitchell
W. H. Haskin
Frank Lowe
Duane Ridings

NOTED
F. B. KLABOE

RECEIVED
FEB 21 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 9 - 1967

FOR FILING

CJI-5-2(1)
CJI-5-1(1)

6487

February 9, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

We are submitting program data for two Junkyard Control projects (P.E.) items 7 and 8, which we desire to have included in the Federal-Aid Program "Highway Beautification Act of 1965". We request your authorization to proceed with all phases of P.E.

It is our intent to add the actual construction phase to these projects by program change as soon as necessary PS &E documents are available for submission. We desire to receive bids for the construction on March 23, 1967.

The junkyard (auto wrecking) at M.P. 242.4 as setforth in the remarks on PR-1 Form for Project CJI-5-2(1) was not included in our "Junkyard Inventory Control of April 1966". We request your approval to include this junkyard in our "Junkyard Inventory".

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RMC:mw

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL - AID PRO

(PPM 21-1

| | | |

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
(65)	ADT	6,900	13,800 (66)(70)	87 (71)(72)	08	Oregon	35 (2)(3)	657 (4)(9)	8 (14)(18)

(66)	SUPV AGCY (68)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)	PROJECT NUMBER PREFIX LETTER(S) 14 23	NUMBER 7 13	SEQ. NO.	I. Projects Only POST MI. (24)(26)	DESIG. 27
						CJI	5-2(1)			

COUNTY NAME: Josephine — CODE: 033 (14)(15)

ROUTE NO. I — FEDERAL-AID: I-5 (32) — STATE (36)(37) — U.S.: I-5 (41)

PROGRAM STAGE: [ ] 1 OR [X] 2

MILES (54)(58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)(76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
0.47	1,000	750	250		P.E. incl. PS&E prep. (Landscape screening of 3 junkyards, Hwy. MPs 259.8, 259.4, and 242.4)
0.47	(20,000)				
0.47	1,000	750	250		
(16)	(23)	(24) (33)			

REMARKS

Additional Data: Projects I-5-2(6),(8), and (35).

For PR-37-B: on R/W-1; Zone-N; R/W-F.

USCOMM DUSCOMM-DC 48905-P61

Remarks Cont.

The proposed PE project is for the preparations of plans,etc., for landscape screening of three Junkyards at the following State highway milepoints:

M.P.	Location
259.8	On the westerly side of the highway approximately 600 lin. ft. of screen planting.
259.4	On the westerly side of the highway approximately 1,500 lin. ft. of screen planting.
242.4	On the westerly side of the highway approximately 400 lin. ft. of screen planting.

These Junkyards are listed in the "Junkyard Inventory Records" of April, 1966, except the one at M.P. 242.4, which qualifies for screening but was omitted from the listing. We are requesting BPR approval to include this junkyard in our control listing.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PRO

(PPM 21-

CARD 2 — REPORT NUMBER: 1 (19)–(20) — PROJECT LOCATION *(45 typewriter spaces)*: I-5 Medford to Josephine Co. Line (21–65) — ADT — PRESENT: 8,700 — FUTURE: 19,700 (66)–(70) — YEAR: 87 (71)–(72)

CARD 3 — CHARACTER OF PROPOSED WORK *(35 typewriter spaces)*: Preliminary Engineering (28–62) — NATL. FOREST (63)–(65) — FH ROUTE NO. (66)–(69) — SUPV AGCY (69) — DA CLASSIF. (70) — DA AREA (71) — EMERG. YR. (72)–(73) — PL. AUTH YR (74)–(75)

CARD 4 — CLASS OF FEDERAL FUNDS: Junkyard Control — COUNTY NAME: Jac — NAME OF URBAN AREA (17–31) — ROUTE NO. I — FEDERAL-AID: I-5

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST: TOTAL ESTIMATED COST	ESTIMATED PROJECT COST: FEDERAL FUNDS
1	(14-15)	(15)	41	42	43–46	53		(54)–(58)	(59)–(66)	(67)–(76)
5					PE		I-5 Medford to Josephine Co. Line	0.36	1,800	1,350
5					ROW					
5					CONST (CODE)			0.36	(36,000)	
							PROJECT TOTALS	0.36	1,800	1,350

CARD 1 — CODE 1 — PREPARED BY

1 — 14 — PROGRAM APPROVAL DATES

For F

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
e (65)		8,700	19,700 (70)	87 (71) (72)	08	Oregon	35 (2) (3)	657 (4) (9)	7 (14) (16)

UTE (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23	NUMBER 7 13	SEQ. NO.	I. Projects Only POST MI. (24) (26)	DESIG. 27
						CJI	5-1(1)			

COUNTY NAME: Jackson — CODE: 029 (14) (16)

ROUTE NO. I — FEDERAL-AID: I-5 (32) — STATE (36) (37) — U.S.: I-5 (41)

PROGRAM STAGE: [ ] 1 OR [X] 2

	MILES (54) (55)	TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
ne	0.36	1,800	1,350	550		P.E. including PS & E preparation (Landscape screening of 3 Junkyards, Hwy. M.P. 291.5, 279.6 & 266.6)
	0.36	(36,000)				
JECT TALS	0.36	1,800	1,350	550		

(16) (23) (24) (33)

REMARKS

Additional Data:-Projects I-5-1(2), (9), (22), (23), (24), and (33).

For PR-37B: on R/W-1; Zone-N; R/W-F.

USCOMM DUSCOMM-DC 48908-P61

Remarks cont.

The junkyards are listed in the "Junk Yard Inventory Records" of April 1966. The proposed Preliminary Engineering project is for the preparation of plans, etc., to screen from view of the highway three junkyards at the following State highway milepoints:

M.P.	Location
291.5	On southerly side of highway, approximately 1,056 lin. ft. of screen planting including irrigation system.
279.6	On northerly side of highway, approximately 450 lin. ft. of screen planting.
266.6	On northerly side of highway, approximately 400 lin. ft. of screen planting.

18-1134 Washburn Way-S. 6th St. Sec. 1967
Klamath Falls-Malin Hwy. in
#6983 K. Falls. (Guardrail)

RECEIVED
JUL 10 1967
FOR FILING
18-1134
6983

July 7, 1967

Fireman's Fund Insurance Co.
3333 California Street
San Francisco, California

Gentlemen:

Contract No. 6983 awarded to Olsen-Campbell, Inc., for guardrail on the Washburn Way-South 6th Street Section of the Klamath Falls-Malin Highway in Klamath County was completed on June 9, 1967, and accepted by the Highway Commission on July 6, 1967.

Final payment in the amount of $822.50 will be released to the contractor after July 14, 1967. The total contract amount is $16,065.75 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

cc Olsen-Campbell, Inc.
Route 1, Box 391
Hillsboro, Oregon 97123

Mansfield & Company
2626 SW Corbett St.
Portland, Oregon

cc L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
JUL 7 - 1967
FOR FILING
18-1134
6971

July 6, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed June 9, 1967, on Contract No. 6983. The contract was with Olson-Campbell, Inc., and was for the guardrail on the Washburn Way-South 6th Street Section of the Klamath Falls-Malin Highway in Klamath County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective July 6, 1967, and that you concur in this procedure at the Commission meeting on July 24.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
C. H. Maison
L. H. Young
J. F. Putnam

srb fn

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Washburn Way-S. 6th. St.		WEEK ENDING: June 17, 1967
		SECTION PREFIX: 18-1134
HIGHWAY: Klamath Falls-Malin		COUNTY: Klamath
NAME OF JOB: Washburn Way-S. 6th. St.	KIND OF WORK: Guard Rail	
CONTRACTOR: Olsen-Campbell, Inc.	CONTRACT NUMBER: 6983	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: April 3, 1967	DATE WORK STARTED: April 29, 1967	ESTIMATED COMPLETION DATE: June 9, 1967
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS: -	WORK DAYS USED: -
	SPECIFIED CALENDAR DAYS: 95	CALENDAR DAYS USED: 56
PROJECT AUTHORIZATION: $ 19,068.75	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 59
EXCLUSIVE OF ENGINEERING: $ ~~17,712.75~~	ENGINEERING AUTHORIZATION: $ 1,356.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ ~~17,712.75~~ 16,003.25	ENGINEERING COST TO DATE: $ 1,771.15	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 0.6 %	PERCENT OF AUTHORIZATION: 131 %	DATE PROJECT WAS COMPLETED: June 9, 1967

ESTIMATED PERCENT COMPLETE (ROADWORK) — Guard Rail

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	100	
			Guard Rail ~~BASE~~	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT			1.71				
MILES PARTIALLY COMPLETED			1.71				
MILES COMPLETED			1.71				
TOTAL ESTIMATED QUANTITIES (CONTRACT)			7,000 Lin.Ft.				
TOTAL QUANTITIES CORRECTED TO DATE			6,825 Lin.Ft.				
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			6,825 Lin.Ft.				
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME			0 Lin.Ft.				
NUMBER OF SHIFTS PER DAY			0				
HOURS PER SHIFT			0				

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT		Calendar						

	WEATHER	~~WORK~~ DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear-warm	0	-	
MONDAY	Pt.Cloudy-showers	0	-	
TUESDAY	Clear-windy-warm	0	-	
WEDNESDAY	Clear-warm	0	-	
THURSDAY	Clear-warm	0	-	
FRIDAY	Clear-warm	0	-	
SATURDAY		0	-	

RECEIVED
BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	No activity. Project completed.
MONDAY	No activity. Project completed.
TUESDAY	No activity. Project completed.
WEDNESDAY	No activity. Project completed.
THURSDAY	No activity. Project completed. Office personnel performed work on preparation of semi-final estimate for submission to Division Office.
FRIDAY	No activity. Project completed. Completed preparation of semi-final estimate today. Will submit to Division Office by first of next week.
SATURDAY	No activity. Project completed.

REMARKS

"o activity on project by contractof this week.-Project completed.

Office personnel prepared semi-final estimate for submission to Division Office.

FINAL REPORT

SIGNED H. Reid Merritt LOCATION Klamath Falls, Ore.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
MAY 2 6 1967
HIGHWAY COMMISSIONERS

GLENN L. JACKSON, CHAIRMAN
Medford
KENNETH H. [illegible], MEMBER
Wasco
DAVID B. SIMPSON, MEMBER
Portland
FLOYD QUERY, SECRETARY
Salem

18-1134

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
State Highway Engineer
R. L. PORTER
Deputy State Hwy. Engr.
G. E. ROHDE
Chief Counsel

May 3, 1967

Olsen-Campbell, Inc.
Route 1, Box 391
Hillsboro, Oregon 97123

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 6983 for guard rail on the Washburn Way-S. 6th St. Section of the Klamath Falls-Malin Highway in Klamath County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Encl.

cc Fireman's Fund Insurance Company
3333 California Street
San Francisco, California

Mansfield & Company
2820 SW Corbett Street
Portland, Oregon

RECEIVED
APR 5 - 1967
FOR FILING

18-1134

6983

April 4, 1967

Olson-Campbell, Inc.
Route 1, Box 391
Hillsboro, Oregon 97123

Gentlemen:

Enclosed are three copies of Contract No. 6983 for $16,450.00 awarded to you by the State Highway Commission on April 3, 1967. This contract is for guard rail on the Washburn Way-S. 6th Street Section of the Klamath Falls-Malin Highway in Klamath County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin April 15, 1967.

Very truly youre,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Enclosures
bc Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)
J. F. Putnam
Resident Engineer - W. Reid Merritt

RECEIVED
JAN 20 1967
FOR FILING
Carl
Rhl
Klamath Falls
Malin

Cross Referenced To:
Maint
Traffic
Gen
Worst Acc.

January 20, 1967

6983

1268
1340

Oregon State Highway Commission

Gentlemen:

The survey on the Washburn Way-South Sixth Street Section of the Klamath Falls-Malin Highway in Klamath County has been completed. The project involves the construction of approximately 1.3 miles of guardrail at intermittent locations. A hearing or survey approval will not be required for this project.

A traffic accident analysis has been made which justifies this project. The Bureau of Public Roads has approved this as a safety project. The estimated cost of construction is $30,000. No right-of-way costs are anticipated.

I recommend that you approve this project by including its addition to the inventory of Hazardous Locations and the current 1968 State Construction Program.

This matter will be on the agenda for the January 31 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
D. H. Moehring
C. H. Maison
J. F. Putnam

BG:jr bg

Form CD-121 (21-63) (Prev. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: January 12, 1967

In reply refer to: 08-35.3/710.17

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

A.W. Parsons

SUBJECT: Highway Safety Improvement Program

Mr. Young's January 9, 1967 letter in regard to the above subject requested the addition of a 2.21-mile section of FAS 415 to the inventory of hazardous locations. In view of the documentation furnished concerning the historic accident rating of a portion of this section and the hazard potential of the remainder, this project is accepted as an addition to the inventory of hazardous locations published in May 1966.

Your submission indicates that this safety improvement project is to be financed with State funds. When completed, please include appropriate project data on the Quarterly Report listing improvements accomplished without Federal aid so that appropriate credit may be made to the overall spot accident improvement program for the State.

1-16-67
REFERRED TO
Morgan - Young - Crandall
BY A. SR. STATE HWY. ENGR.

BEN GIFFORD

Morgan: Pl. R/W letter to comm. advising the job to cancel state cont. program 1 wks

RECEIVED
JAN 16 1967
CONSTRUCTION DIVISION

Routing
Peas...
Morelo...
Tre...
Scott
W...
Litchf...
C...

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JAN 10 1967
FOR FILING
Const
RLW
K. Falls - Malin

January 9, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Safety Improvement Project
(State Financed)

Dear Sir:

We hereby request your concurrence of the inclusion of an additional "safety" project on FAS 415, the Klamath Falls-Malin Highway, between MP X4.46 and MP X2.25 (Washburn Way-South Sixth Street Section) consisting of intermittent guard rail installation based on hazard data set forth hereinafter. This "safety" project is to replace the "safety" project, line 2 of page 9 of the May, 1966, Inventory List, which was withdrawn by Mr. Edward's letter of November 14, 1966. The estimated cost of this guard rail project is $30,000.

This project was selected on the basis of the potential hazard created by height of fill and an adjacent "elephant" type ditch at various points throughout the section. It is highly probable that a vehicle straying from the roadway at these points would overturn thus causing severe injury to the occupants and major damage to the vehicle, also it is possible the vehicle could end up in the adjacent irrigation ditch and due to the large size and depth the vehicle occupants could drown. The proposed guard rail installation would greatly reduce the potential traffic hazard which now exists.

The "accident rate" for this section is 15.53 Acc./MVM as per enclosed traffic data tabulation. We are also enclosing a copy of sketch map showing the approximate limits of the proposed project.

We also request, concurrently with your approval of the project, that the State be given credit for same on the second (1967) quarter of the over-all four-year program.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RHC:bb
Enc.

F. B. Klaboe
Tom Edwards
F. B. Crandall
F. D. Morgan
R. H. Chase

SAFETY IMPROVEMENT PROJECT

Date December, 1966 Highway Klamath Falls-Malin

Route No. FAS 415 Highway No. 50 M.P. X4.46 to M.P. X2.25

Urban [X] Rural [ ]

Accidents from 11-8-61 to 9-30-66 Average Daily Traffic 1965 ADT - 6,000

Total Accidents 61 Persons Injured 30 Persons Killed 0 Accident Rate 1/ (1965)-15.53 Acc/MVM

Design Speed -- No. Lanes 2 Parking -- Type Terrain Level

Alignment: Horz. Mild Curves Vert. Mostly Level Shoulders var.

Type of improvement Guard Rail Project

Estimated cost of improvement: $30,000

PROGRAM

FAP ___ FASC ___

FAS ___ State X

FAU ___ Other _____ (State-City)

FAI ___

Remarks: 1/ Accident data for the limits of this project were collected in two sections. M.P. X4.46 to M.P. X2.95 was opened to traffic on July 31, 1966 and has had no accidents. Accident data were on the remaining section from November 8, 1961, to September 30, 1966. The accident rate is based on the latter section only.

F 19. Klaboe

FORM S-20 REV 10-65 SP*58401-784

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

December 8, 1966

To: Mr. F. D. Morgan
Construction Engineer
BUILDING

SUBJECT: Proposed Guardrail Project
Washburn Way-S. 6th Street Section
Klamath Falls-Malin Highway
Klamath County

Referring to the subject project submitted by Division Engineer, Mr. J. F. Putnam, as of his letter dated November 4, 1966 the proposal has been examined on the ground and discussed with Division representatives.

On the Washburn Way-Shasta Way Section the guardrail from Station 116+00 - Station 135+25 does not satisfy height of fill standard nor closeness of water although a vehicle could reach the canal. The curvature under fog conditions was described as hazardous. Hazard beyond Station 128 seemed remote to the writer, but carried the rail around the curve.

Proposed guardrail on the balance of this section appeared justified by height of fill or obvious hazard.

On the Shasta Way-S. 6th Street Section the guardrail would protect a straying vehicle from an "elephant" type ditch.

I recommend the project as submitted as a safety project. The estimate has been adjusted for prices and the sum of $30,000 is recommended as a program amount for consideration as a contract project.

APPROVED

Construction Engineer

J. E. Morelock
Chief Locating Engineer

JEM:rw

c - Klaboe

RECEIVED
JAN 9 - 1967
FOR

SP*23657-784

Count
RLW
K. Falls-Malin

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 5, 1967

SUBJECT: Safety Project Programming
Washburn Way-South Sixth Street Section
Klamath Falls-Malin Highway
Klamath County

To:
Mr. L. H. Young
Office Engineer
Building

The Gates Safety Project has been withdrawn from the Safety Inventory listing and the subject project has been proposed as a substitute.

Please take the necessary action to program this project with the Bureau of Public Roads and notify this office of the Bureau's approval or disapproval so that this project may be presented to the Highway Commission for their approval.

Attached are several letters covering the history of these actions.

F. D Morgan
Construction Engineer

By Ben Gifford

Ben Gifford
Program Engineer

BG:jr
Attach

cc: F. B. Klaboe
F. B. Crandall
J. E. Morelock

RECEIVED
F. B. KLABOE

RECEIVED

RECEIVED
JAN 5 - 1967

FORM E-30X—500M—7-66

SP*23657.734

For filing
Cmtl
Rpt
K Ho - Main

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 3, 1967

SUBJECT: Proposed Highway Safety Improvement Projects

To F. B. Klaboe
Assistant State Highway Engineer
B U I L D I N G

Transmitted herewith for your use in the Safety Improvement Project Programming are documentation data for the Washburn Way-South Sixth Street Section, Klamath Falls-Malin Highway, Klamath County.

This project is to be substituted upon approval of the Bureau of Public Roads for the Gates Project withdrawn from the Safety Inventory by our letter dated November 14, 1966.

Upon completion of Bureau programming, all data should be returned to the Construction Division, attention Ben Gifford, for preparation of plans and Commission approval.

ORIGINAL SIGNED BY L. E. GEORGE

F. B. Grandall
Traffic Engineer

MER:ji
Attachment ——

returned
to B. Gifford
1-4-67

NOTED
F. B. KLABOE

RECEIVED
DEC 19 1966
FOR FILING
Cond
RLW
K Fall - Malin

Salem, Oregon 97310
December 19, 1966

Mr. F. D. Morgan
Construction Engineer
B U I L D I N G

Proposed Safety Improvement
Project, Klamath Falls-
Malin Highway

I am returning the sketches forwarded to me with your recommendation that we perform a safety improvement project consisting of the installation of several sections of guardrail on this highway. Your proposal amounted to an expenditure of approximately $30,000.

Please prepare a transmittal to the Bureau of Public Roads requesting their concurrence in substituting this project for the project that has been recently omitted on the Safety Improvement Program at Gates, Oregon. If the Bureau approves this substitution, prepare a letter to the State Highway Commission asking their concurrence in the maneuver.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

Encs.

cc: Victor D. Wolfe

FORM E-20 50M 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
December 19, 1966

To: Mr. F. D. Morgan
Construction Engineer
B U I L D I N G

SUBJECT: Proposed Safety Improvement Project, Klamath Falls-Malin Highway

I am returning the sketches forwarded to me with your recommendation that we perform a safety improvement project consisting of the installation of several sections of guardrail on this highway. Your proposal amounted to an expenditure of approximately $30,000.

Please prepare a transmittal to the Bureau of Public Roads requesting their concurrence in substituting this project for the project that has been recently omitted on the Safety Improvement Program at Gates, Oregon. If the Bureau approves this substitution, prepare a letter to the State Highway Commission asking their concurrence in the maneuver.

Routing

RECEIVED
DEC 19 1966
CONSTRUCTION
DIVISION

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

Encs.

cc: Victor D. Wolfe

BEN GIFFORD

SENT TO TRAFFIC FOR ACCIDENT STUDY 12-20 66
SENT TO BUREAU JAN 9, 1967
APPROVED BY BUREAU JAN 12, 1967
LETTER TO COMMISSION JAN 17, 1967

19-8320 Blizzard Gap-Nevada Line 1967
Rock Prod. Proj. on Warner
#6984 Hwy.

RECEIVED
AUG 4 1967
FOR FILING

19-8320

6984

August 3, 1967

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

Contract No. 6984 awarded to Jed Wilson and Son, for rock production on the Blizzard Gap-Nevada Line Section of the Warner Highway in Lake and Harney Counties was completed on June 15, 1967, and accepted by the Highway Commission on August 2, 1967.

Final payment in the amount of $869.24 will be released to the contractor after August 10, 1967. The total contract amount is $29,287.42 including $312.73 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

cc Jed Wilson and Son
P. O. Box 217
Lapine, Oregon 97739

bc L. H. Young
C. H. Maison
Attn: John Herr

A

RECEIVED
AUG 3 1967
FOR FILING

19-1320
6.184

August 2, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed June 15, 1967, on Contract No. 6984. The contract was with Jeb Wilson and Son and was for the rock production on the Hilgard Cap-Nevada Line Section of the Warner Highway in Lake and Harney Counties.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective August 2, 1967, and that you concur in this procedure at the Commission meeting on August 29.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
C. H. Maison
L. H. Young
J. F. Putnam

SRB:cp

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Blizzard Gap-Nevada Line		WEEK ENDING: July 1, 1967
		SECTION PREFIX: 19-8320
HIGHWAY: Warner		COUNTY: Lake & Harney
NAME OF JOB: Blizzard Gap-Nevada Line	KIND OF WORK: Rock Production	
CONTRACTOR: Jed Wilson and Son	CONTRACT NUMBER: 6984	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: April 3, 1967	DATE WORK STARTED: April 17, 1967	ESTIMATED COMPLETION DATE: June 15, 1967
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $32,062.50	SPECIFIED COMPLETION DATE: July 15, 1967	PERCENT OF TIME ELAPSED: 86
EXCLUSIVE OF ENGINEERING: $29,782.50	ENGINEERING AUTHORIZATION: $2,280.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $29,287.42	ENGINEERING COST TO DATE: $2,200.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 98
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN: 2 %	PERCENT OF AUTHORIZATION: 96 %	DATE PROJECT WAS COMPLETED: June 15, 1967

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
					100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			12,500 CY		
TOTAL QUANTITIES CORRECTED TO DATE			12,935 CY		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			12,935 CY		
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear-warm			
MONDAY	Clear-warm			
TUESDAY	Clear-warm			
WEDNESDAY	Clear-warm			
THURSDAY	Clear-warm			
FRIDAY	Clear-warm			
SATURDAY	Clear-warm			

RECEIVED
JUL 7 1967
CONSTRUCTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No work on contract this week.
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	Mr. Warfield, Assistant Division Engineer, made final inspection of The project.
FRIDAY	
SATURDAY	

REMARKS

The semi-final estimate was submitted to the Division Office on Tuesday.

This is the last report for this project.

SIGNED E. J. Dunn

LOCATION Lakeview L

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

RECEIVED
APR 24 1967
COMMISSIONERS
FOR FILING

KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

19-8220
6984

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

April 24, 1967

Jed Wilson and Son
P. O. Box 217
Lapine, Oregon 97739

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 6984 for rock production on the Blizzard Gap-Nevada Line Section of the Warner Highway in Lake and Harney Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

Encl.

cc United Pacific Insurance Company
Portland Branch Office
415 S. W. 10th Avenue
Portland 5, Oregon

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

RECEIVED
APR 5 - 1967
FOR FILING

19-8320
6984

April 4, 1967

Jed Wilson and Son
P. O. Box 217
Lapine, Oregon 97739

Gentlemen:

Enclosed are three copies of Contract No. 6984 for $28,000.00 awarded to you by the State Highway Commission on April 3, 1967. This contract is for rock production on the Blizzard Gap-Nevada Line Section of the Warner Highway in Lake and Harney Counties.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is July 15, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wlm
Enclosures
bc Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)
J. F. Putnam
Resident Engineer - E. J. Dunn

I-105-4(113) Willamette R. Br. Sec., 1953
197 Eug.-Springfield Hwy. (Grad.,
#6985 pav., struct. & sign.) [redacted]

CIA 1635
1550
3396
K.K. 661

RECEIVED
DEC 11 1969

FOR FILING

I-105-4(113)177
6985

Routing

Morgan — Peck
Decker — Swan
Bond — Glenn
Walker — Litchfield
Boehme — Gallagher
Johnsen — Stein

CONSTRUCTION DIVISION

Salem, Oregon
December 5, 1969

Completion date of Participating
State Force Orders

Mr. C. T. Keasey
Division Engineer
State Highway Department
P. O. Box 1128
Roseburg, Oregon 97470

ATTENTION: Mr. F. D. Morrison

Your March 28, 1969 letter estimated that the work on State Force Order No. 6 for relocation and adjustment of the Eugene Water and Electric Board's facilities on the Willamette River Bridge Section, Contract 6985, would be completed November 1, 1969.

Please return one copy of this letter indicating the work was completed on _____, or the new estimated completion date is _____.

F. D. Morgan
Construction Engineer

By

Vince Gallagher
Contract Payments Engineer

JK:fw

RECEIVED
MAR 20 1969
FOR FILING

I 105-4(11)177
6985

March 20, 1969

Glens Falls Insurance Company
P. O. Box 14040
Portland, Oregon 97214

United Pacific Insurance Company
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

This will confirm our telephone conversation of March 17 in which you gave telephonic approval for release of the final payment on Contract No. 6985.

This contract with C. J. Mantag and Sons, Inc., and Workman Construction Company for grading, paving, structures, and signing on the Willamette River Bridge Section of the Eugene-Springfield Highway in Lane County was completed on December 10, 1968, and accepted by the Highway Commission on March 17, 1969.

The final payment check in the amount of $108,037.23 was picked up by Mr. Workman on March 18, 1969. The total contract amount is $2,294,131.17 including $20,122.22 for work performed under force account.

You have been advised previously of a claim filed with us.

Very truly yours,

Floyd Avery, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm
cc C. J. Mantag & Sons, Inc.
and Workman Construction Company
7805 N.E. Halsey Street
Portland, Oregon 97213

Edward G. Larkins Agency, Inc.
Woodlark Building
Portland, Oregon 97205

C. T. Keasey
Frank Morgan
C. H. Maison
Attn: John Herr

RECEIVED
MAR 20 1969
FOR FILING

I-105-4(113)117
6985

March 19, 1969

Oregon State Highway Commission

Gentlemen:

Contract No. 6985 has been completed. The contract was with C. J. Montag and Sons, Inc. and Workman Construction Company for grading, paving, structures, and signing on the Willamette River Bridge Section of the Eugene-Springfield Highway in Lane County. The work was completed in accordance with the terms of the contract and the contractor has requested payment.

Mr. Jackson verbally approved acceptance of this contract on March 17 and it will appear on the April 22 agenda for your confirmation.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
I. D. Merchant
F. D. Morgan
L. H. Young
C. T. Keasey

RLP:ms sr

RECEIVED
APR 22 1969
FOR FILING

I-105-4(113)177
6985

March 11, 1969

#3

C. J. Montag & Sons, Inc.
and Workman Construction Co.
7805 S. E. Haley Street
Portland, Oregon 97213

Gentlemen:

The State Highway Commission at its meeting today considered your request for an extension of time on Contract No. 6985 on the Willamette River Bridge Section of the Eugene-Springfield Highway in Lane County.

After careful consideration, the Commission granted your request for an additional 106 calendar days.

Very truly yours,

Floyd Avery, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc C. T. Keasey
Ellis Jones
F. D. Morgan
Ivan Merchant
C. H. Maison
Bureau of Public Roads

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: February 19, 1969

In reply refer to: 08-35-DA

FROM : For R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-105-4(113)197
Willamette River Bridge Section
Contract No. 6985

By letter of February 10, Mr. Edwards requested our concurrence in granting a 106 calendar day extension for the subject project.

Since the additional time was required to complete necessary and approved extra work, we concur in granting the 106 calendar days.

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM FEB 21 PM
7,8,9,10,11,12,1,2,3,4,5,6

NOTED
TOM EDWARDS

NO
TOM

Copy to Ivan Young

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
FEB 20
OFFICE OF
HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of ~~Workdays~~ CALENDAR DAYS

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6985 Contractor C. J. Montag & Sons, Inc. and Workman Const. Co.

Highway Eugene-Springfield

Section Willamette River Bridge Section

Kind of Work Grading, Paving, Structures and Signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows: Grant a 106 day extension without assessment of liquidated damages because of extra work added late in the contract period.

Recommended for Approval:

John Quigley II
Asst.
Division Engineer

Isaac V. Merchant
Construction Engineer or
Bridge Engineer

Asst.
State Highway Engineer

Contract No.	6985
Project designation	I-105-4(113)197 State-Federal
Date awarded	April 3, 1967
Work started	April 14, 1967
Per cent completed	100% December 10, 68 Date
No. of Workdays Allowed	500
No. of Workdays Used	606
No. of Added Workdays Requested	106

BP*6800-734

B-320 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM FEB 6 - 1969 PM
7,8,9,10,11,12,1,2,3,4,5,6

Contractors Request

for

CALENDAR DAYS

Increase in Number of ~~Working Days~~

to

Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date 1/13/69, 19

Gentlemen:

We, the undersigned, respectfully request an increase in the number of ~~working days~~ calendar days from 500 days to ~~[illegible]~~606 days, within which to complete our Contract No. 6985, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the ~~working days~~ calendar days during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

All overtime days was due to extra work over and above contract.

Respectfully submitted,

Montag-Workman
Contractor

By Harold G. Workman

CONSENT OF SURETY

Date January 20, 19 69

We, UNITED PACIFIC INSURANCE COMPANY

415 SW Tenth Avenue, Portland, Oregon 97205, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of ~~working days~~ calendar days and hereby agree to remain fully bound as surety in all respects as if the number of ~~working days~~ calendar days remained as stipulated in the original agreement.

UNITED PACIFIC INSURANCE COMPANY

By Emma M. Kemp
Emma M. Kemp Attorney-in-fact

(SEAL)

MANSFIELD & CO.

By L. D. Griffey
Resident Agent

RECEIVED
MAR 6 - 1969

W. P. RIDDLESBARGER
L. D. PEDERSON
THOMAS E. BROWNHILL
LEO F. YOUNG
JOHN W. OSBURN
PHIL CASS, JR.
MALCOLM H. SCOTT
ROBERT D. WOODS
EDWARD J. LEWIS

RIDDLESBARGER, PEDERSON, BROWNHILL & YOUNG
ATTORNEYS AT LAW
CASCADE BUILDING - 1170 PEARL STREET
EUGENE, OREGON 97401

TELEPHONE 342-3691
AREA CODE 503

March 4, 1969

Montag-Workman, General Contractors
P. O. Box 520
Canby, Oregon 97013

Re: Hamilton Electric, Inc.
State Highway Contract # 6985

Gentlemen:

Hamilton Electric, Inc. has delivered to us your letter dated February 25, 1969, in whose behalf we reply as follows: Your arguments and position, purportedly in "confirmation" and otherwise, are rejected. Hamilton Electric, Inc. will stand on the Notice of Claim as filed.

Very truly yours,

Malcolm H. Scott

MHS:rem

cc: Secretary of State
Oregon State Highway Dept.
Mansfield & Co.
Edward C. Larkins Agency, Inc.

NOTED
FLOYD OUERY

RECEIVED
MAR 5 1969
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

RECEIVED
FEB 28 1969
FOR FILING

I-105-4(113)197
6985

MONTAG-WORKMAN
General Contractors

P.O. BOX 520
CANBY, OREGON 97013
PHONE 266-6618

February 25, 1969

Mr. Allen E. Hamilton Jr.
Hamilton Electric Inc.
P. O. Box 708
Eugene, Oregon 97401

Re: Eugene-Springfield, Project.
Contract #6985, Force Account.

Dear Sir:

Referring again to the above force account of which there is some question regarding the balance, we wish to refer you to your letter of May, 17, 1968, our reply of May 20, 1968 and your reply of May 24, 1968.

It was my understanding in our telephone conversation two or three weeks ago that no statement or remark was made by anyone of your firm that your mark-up on force account was less than five percent and the balance of the fifteen percent on materials and twenty percent on labor and labor costs allowed by the State would go to the general contractor. This statement is reflected in the above mentioned letter of May 24th.

As you have been paid the full mark-up percentages allowed by the State less five percent retained by us, we feel this is adequate compensation for the force account performed.

By checking with Mr. Ellis Jones, Resident Engineer for the project you will find the State percentages were included in the total amount of $10,078.12.

Very truly yours
Montag-Workman
Harold Workman
Harold Workman

HW/ed

c.c. Secretary of State, Salem, Oregon.
Oregon State Highway Dept., Salem, Ore.
United Pacific Insurance Co.
Glens Falls Insurance Co.

RECEIVED
FEB 28 1969
OREGON
STATE HIGHWAY COMMISSION

NOTED
FLOYD MERY

WIRING PHONE 345-8712 REPAIRING

HAMILTON ELECTRIC INC.

ADEQUATE WIRING SERVES AND SAVES

232 W. 5th AVE. P. O. BOX 708 EUGENE, OREGON 97401

May 24, 1968

Montag-Workman, General Contractors
P.O. Box 520
Canby, Oregon 97013

ATTENTION: Harold Workman

Gentlemen:

Thank you for your letter of May 20. Our pricing covered only our exact cost, overhead, and fee (our total fee is less than 5%.) It did not cover a general contractor mark up since it was our understanding this would be between you and the state.

Very truly yours,

HAMILTON ELECTRIC, INC.

Allen E. Hamilton, Jr.

AEH:/tb

RECEIVED
FEB 28 1969
OREGON
STATE HIGHWAY COMMISSION

May 20, 1968

Mr. Allen E. Hamilton, Jr.
Hamilton Elctric Inc.
P. O. Box 708
Eugene, Oregon 97401.

Dear Sir:

You are right. There is no retainage on force account. However, this work should have been time and material for you and we as the prime contractor should be entitled to part of the percentage mark-up allowed for such work. We don't believe 5% is exorbitant.

Very truly yours
Montag-Workman

Harold Workman

HW/ed

RECEIVED
FEB 28 1969
OREGON
STATE HIGHWAY COMMISSION

WIRING PHONE 345-8712 REPAIRING

HAMILTON ELECTRIC INC.

ADEQUATE WIRING SERVES AND SAVES

232 W. 5th AVE. P. O. BOX 708 EUGENE, OREGON 97401

May 17, 1968

Montag-Workman
P.O. Box 520
Canby, Oregon

Gentlemen: Re: Contract #6985, Force Account #3

We have received your check #1197 for $6,096.81.

You show a 5% retainage ($320.89), but the State Highway Department has advised us there should be no retainage on the force account part of this work.

Very truly yours,

HAMILTON ELECTRIC, INC.

Allen E. Hamilton, Jr.

AEH/bh

RECEIVED
FEB 28 1969
OREGON
STATE HIGHWAY COMMISSION

WIRING PHONE 345-8712 REPAIRING

HAMILTON ELECTRIC INC.

ADEQUATE WIRING SERVES AND SAVES

232 W. 5th AVE. P. O. BOX 708 EUGENE, OREGON 97401

May 17, 1968

Montag-Workman
P.O. Box 520
Canby, Oregon

Gentlemen: Re: Contract #6985, Force Account #3

We have received your check #1197 for $6,096.81.

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Very truly yours,

HAMILTON ELECTRIC, INC.

Allen E. Hamilton, Jr.

AEH/bh

RECEIVED
FEB 28 1969
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 28 1969
FOR FILING

I-105-4(113)177
6985

February 27, 1969

Oregon State Highway Commission

Request for Extension of Time
No. 3
March 11, 1969 meeting

Gentlemen:

C. J. Koutag & Sons, Inc., and Workman Construction Company, contractors for the construction of the Willamette River Bridge Section of the Eugene-Springfield Highway in Lane County, Contract No. 6985, have requested that they be granted an additional 106 calendar days in which to complete the contract work without assessment of liquidated damages. The contractors cite extra work added to the contract as their reason for failure to complete the work within the time allotted.

The contract allotted 300 calendar days to complete the work, which forecast a completion date of August 26, 1968. The work was actually completed December 10, 1968, with 406 calendar days charged. This is an overrun of 106 calendar days.

All of the original contract work was essentially complete at the expiration of the allotted calendar days and the structure was opened to traffic on the following day. Extra work added late in the contract time period and some after the expiration of the contract time required the additional days to complete.

I recommend that the contractors be granted a 106-day extension. This waives all liquidated damages.

This is a Federal-aid project and we have the concurrence of the Bureau of Public Roads.

This matter will be on the agenda for your consideration at the March 11 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

CAG:jf lms
Enclosure

bc: Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
F. D. Morgan
Ivan Merchant
C. H. Maison
C. T. Keasey

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of CALENDAR DAYS Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6985 Contractor C. J. Montag & Sons, Inc. and Workman Const. Co.

Highway Eugene-Springfield

Section Willamette River Bridge Section

Kind of Work Grading, Paving, Structures and Signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED.** The reasons for such recommendation are as follows: Grant a 106 day extension without assessment of liquidated damages because of extra work added late in the contract period.

Recommended for Approval:

John Dufour
Division Engineer

Ivan V. Merchant
Construction Engineer
Bridge Engineer

Engineer
State Highway Engineer

Contract No.	6985
Project designation	I-105-4(113)197
	State-Federal
Date awarded	April 3, 1967
Work started	April 14, 1967
Per cent completed	100% December 10, 68
	Date
No. of Workdays Allowed	500
No. of Workdays Used	606
No. of Added Workdays Requested	106

HP*6396-724

OREGON STATE HIGHWAY COMMISSION

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM FEB 6 - 1969 PM
7,8,9,10,11,12,1,2,3,4,5,6

Contractors Request

for

CALENDAR DAYS

Increase in Number of ~~Workdays~~

to

Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date 1/13/69, 19.....

Gentlemen:

We, the undersigned, respectfully request an increase in the number of ~~workdays~~ calendar days from 500 days to ~~600~~ 606 days, within which to complete our Contract No. 6905, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the ~~workdays~~ calendar days during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

All overtime days was due to extra work over and above contract.

Respectfully submitted,

Montag-Workman
Contractor

By Harold C. Workman

CONSENT OF SURETY

Date January 20, 19 69

We, UNITED PACIFIC INSURANCE COMPANY

415 SW Tenth Avenue, Portland, Oregon 97205, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of ~~workdays~~ calendar days and hereby agree to remain fully bound as surety in all respects as if the number of ~~workdays~~ calendar days remained as stipulated in the original agreement.

UNITED PACIFIC INSURANCE COMPANY

By Edna M. Kemp, Attorney-in-fact

MANSFIELD & CO.

By ..... Resident Agent

(SEAL)

RECEIVED
FEB 21 1969

UNITED STATES GOVERNMENT

Memorandum

I-105-4(113)197
6985

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: February 19, 1969

In reply refer to: 08-35-DA

FROM : For R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-105-4(113)197
Willamette River Bridge Section
Contract No. 6985

By letter of February 10, Mr. Edwards requested our concurrence in granting a 106 calendar day extension for the subject project.

Since the additional time was required to complete necessary and approved extra work, we concur in granting the 106 calendar days.

NOTED
TOM EDWARDS

NO
TOM

Copy
Young
2-21-69

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
FEB 20
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 19 1969
OREGON STATE
HIGHWAY DEPARTMENT

Claim # 4416
FILED
FEB 13 1969
CLAY MYERS
SECRETARY OF STATE

RECEIVED
FEB 13 4 09 PM '69
CLAY MYERS
SECRETARY OF STATE

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

February 11, 1969

Riddlesbarger, Pedersen,
Brownhill & Young
Attorneys at Law
Cascade Building
Eugene, Oregon 97401

Gentlemen:

This is to acknowledge receipt of the Notice of Claim of Hamilton Electric, Inc., dated February 7, 1969, addressed to the Secretary of State and to the Secretary of the State Highway Commission. The claim states that C. J. Montag & Sons, Inc., and Workman Construction Co. owes Hamilton Electric, Inc., for labor and materials for the installation of temporary traffic signals in Eugene in the amount of $503.91.

This appears to be in connection with C. J. Montag & Sons, Inc., and Workman Construction Co. Contract No. 6985 for grading, paving, structures, and signing on the Willamette River Bridge Section of the Eugene-Springfield Highway in Lane County.

The Glens Falls Insurance Company and the United Pacific Insurance Company through Edward C. Larkins Agency, Inc., and Mansfield & Co. furnished the performance bond on this contract. We will advise them of the receipt of your client's claim, and we will also forward it to the Secretary of State for filing.

Please advise this office when the claim has been paid.

2-17-69
CR

NOTED
C. W. HEAD

Very truly yours,
ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Glens Falls Insurance Company
United Pacific Insurance Company
Edward C. Larkins Agency, Inc.
Mansfield & Co.
C. J. Montag & Sons, Inc., and
Workman Construction Co.
Commissioners
Hon. Clay Myers - Please acknowledge receipt of this claim on the enclosed copy of this letter.

RECEIVED
FEB 17
STATE HIGHWAY COMMISSION

NOTICE OF CLAIM

TO: Secretary of State, Salem, Oregon
Secretary, State Highway Commission, Salem, Oregon

NOTICE IS HEREBY GIVEN that the undersigned, Hamilton Electric, Inc., has a claim for labor and materials for installation of temporary traffic signals at the intersections of First Avenue and Washington Street, and First Avenue and Jefferson Street, Eugene, Oregon, furnished by Hamilton Electric, Inc., in the sum of $503.91, against the bonds taken from C J Montag & Sons, Inc., and Workman Construction Co., aka Montag-Workman, a joint venture, as principals, and Glenns Falls Insurance Co. and United Pacific Insurance Company as sureties, for the work of grading, paving structures and signing for the Willamette River bridge, Eugene-Springfield Highway, State Highway Contract No. 6985.

DATED this 7th day of February, 1969.

HAMILTON ELECTRIC, INC.

By Allen E. Hewitt, Jr.
Secretary

cc ✓

NOTED
C. W. HEAD

RECEIVED
FEB 10 1969
OREGON

RECEIVED
FEB 11 1969
FOR FI.

I-105-4(11=)197
6985

February 10, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Willamette River Bridge Section
FAP No. I-105-4(113)197
Contract No. 6985

Dear Sir:

The contract allotted 500 calendar days to complete the work, which forecast a completion date of August 26, 1968. The work was actually completed December 10, 1968, with 606 calendar days charged.

All of the original contract work was essentially complete at the expiration of the allotted calendar days and the structure was opened to traffic on the following day. Extra work added late in the contract time period and some after the expiration of the contract time required the additional days to complete. (Refer to Order for Extra Work No. 7 and Price Agreements No. 33, 34, 35, 37, and 38.)

With your concurrence, I propose to recommend to the Highway Commission that the contractor be granted a 106-calendar day extension without the assessment of liquidated damages.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant
L. H. Young

CAG:jf ja

RECEIVED
JAN 21 1969

I-105-4(113)177
6985

Salem, Oregon
January 20, 1969

Contract No. 6985
Willamette River Bridge Section
Liquidated Damages

Mr. I. D. Merchant
Bridge Engineer
BUILDING

The Semi-final Estimate No. 21 has been received in this office.

Your office has previously requested waiver of all liquidated damages during the progress of the work.

The contract work was completed December 12, 1968 with an overrun of 106 days and liquidated damages of $31,800. The 5 per cent retainage amount is $106,839.83.

It is customary to assess any waived liquidated damages on the semi-final estimate. The Semi-final Estimate No. 21 will be held pending your recommendation to this office.

F. D. Morgan
Construction Engineer

VG:fw

I-105-4(113)197 6985 C

FORM E-1 (REV 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Willamette River Bridge		WEEK ENDING: Jan. 18, 1969
		SECTION PREFIX: 620-1032
HIGHWAY: Eugene-Springfield		COUNTY: Lane
NAME OF JOB: Willamette River Bridge	KIND OF WORK: Grading, Paving, Structures and Signing	
CONTRACTOR: C. J. Montag & Sons, Inc. and Workman Construction Company	CONTRACT NUMBER: 6985	FEDERAL AID PROJECT NUMBER: I-105-4(113)197
DATE OF CONTRACT: 4-3-67	DATE WORK STARTED: 4-14-67	ESTIMATED COMPLETION DATE: August 27, 1968
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS: --	WORK DAYS USED: --
	SPECIFIED CALENDAR DAYS: 500	CALENDAR DAYS USED: 606
	SPECIFIED COMPLETION DATE: --	PERCENT OF TIME ELAPSED: 121%
PROJECT AUTHORIZATION: $ 2,437,083.56		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
EXCLUSIVE OF ENGINEERING: $ 2,263,779.84	ENGINEERING AUTHORIZATION: $ 173,303.72	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 2,321,731.55	ENGINEERING COST TO DATE: $ 203,548.55	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED PERCENT OVERRUN: 2.56%	PERCENT OF AUTHORIZATION: 117 %	DATE PROJECT WAS COMPLETED: December 10, 1968

Semi-final estimate was submitted on January 15, 1969.

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	[illegible]	100%	Asphalt paving 100%	Concrete Paving 100%
100%	100%	100%	100%				

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.77	0.77		0.77	0.16
MILES PARTIALLY COMPLETED	0.77	0.77		0.77	0.16
MILES COMPLETED	0.77	0.77		0.77	0.16
TOTAL ESTIMATED QUANTITIES (CONTRACT)	169,000 CY	13,100 Ton	3,500 CY	2,460 Ton	4,500 Sq Yd
TOTAL QUANTITIES CORRECTED TO DATE	162,599 CY	12,581 Ton	4,128 CY	2,542 Ton	4,466 Sq Yd
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	162,599 CY	12,581 Ton	4,128 CY	2,542 Ton	4,466 Sq Yd
AVERAGE DAILY QUANTITIES	-0-	-0-	-0-	-0-	-0-
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	8966	9572	Sign Bridge Sta. 56+05.4
PERCENT	100%	100%	100%

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Rain			
MONDAY	Rain			
TUESDAY	Partly Cloudy			
WEDNESDAY	Snow & Rain			
THURSDAY	Cloudy			
FRIDAY	Rain			
SATURDAY	Rain			

DIVISION
E D
JAN 15 1968

Routing: Morgan, Decker, Jones, Walker, Johnson, Pace, Glenn, Gallagher

RECEIVED
JAN 21 1969
CONSTRUCTION DIVISION

NOTED
R. D. CHURCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY 1-13	4 Men in office working on semi-final estimate.
TUESDAY 1-14	4 Men in office working of semi-final estimate.
WEDNESDAY 1-15	Semi-final estimate completed and submitted to division office.
THURSDAY 1-16	
FRIDAY 1-17	
SATURDAY	

REMARKS

SIGNED E. A. Jones LOCATION 2191 E. 15th Eugene, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

JAN 7 - 1969

Gen. Files

FORM B-30 (12-67)

FILE 1C-4(113) 197
6985

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 3, 1969

To: Mr. Floyd Query, Secretary
State Highway Commission

Building

SUBJECT: Signalization Agreement
Washington Street Crossing
No. C-647.68 in Eugene
Lane County

RAILROAD COMPANIES
FILE No. 668

Attached hereto for your permanent records, please find the fully executed duplicate original of the above-subject agreement.

Distribution of conformed copies has been made as indicated below.

Jack L. Sollis
JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:phm
Attachment

cc: F. B. Klaboe
F. D. Morgan (2)
E. S. Hunter
C. T. Keasey (2)
R. N. Chase (3)
C. H. Maison
E. F. Saling (4)
Tom Edwards
Floyd Crandall
T. W. Litchfield

Fran ✓

1-6-69
Recorded in agreement book
Fran

NOTED
FLOYD QUERY

RECEIVED
DEC 17 1968
FOR FILING

I-105-4(113)197
6985

Salem, Oregon
December 16, 1968

Contract No. 6985
Willamette River Bridge Section
Liquidated Damages

Mr. I. D. Merchant
Bridge Engineer
BUILDING

Your letter dated November 14, 1968 requested waiver of liquidated damages through November 10, 1968.

Through the work period December 10, 1968, which also is the completion date, the calendar day count is 106 days in excess of the 500 days. The liquidated damages now amount to $31,800.

The current Monthly Estimate No. 20 for work done through December 10, 1968 will be held pending your recommendation to this office.

F. D. Morgan
Construction Engineer

VG:fw

RECEIVED
DEC 26 1968
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

I-105-4(113)197
6985

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

December 12, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

Re: q Contract No. 6985
Prefix 620-1082
FAP I-105-4(113) 197

Dear Sir:

All work under Contract No. 6985, Willamette River Bridge Section of the Eugene-Springfield Highway in Lane County, was completed December 10, 1968.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By: F D Morgan
F. D. Morgan
Construction Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date 12-19-68

Conditions noted on above date:

NONE

VG:ss
to: Forrest Cooper
F. D. Morgan

for B M Brooks
R. E. Simpson
Division Engineer

NOTED
F.B. KLAGGE

RECEIVED
DEC 24 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 8 - 1968
FOR FILING
I-105-4(115)47
6915

November 6, 1968

Oregon State Highway Commission

Gentlemen:

There will be on the agenda for your meeting of November 12 an agreement with the Southern Pacific Company covering the upgrading of present grade crossing protection at Washington Street in Eugene. This street carries traffic from downtown Eugene onto I-105. Jefferson Street handles traffic from I-105 to downtown Eugene. At Jefferson Street there presently exists two flashing light signals without crossing gates, and the City and Railroad have agreed to share the installation of two gates at this location on a 50-50 basis. At Washington Street, there exists a single crossing gate. Proper protection requires the installation of a second crossing gate on the opposite side of the street coupled with the replacement of the long gate arm with the shorter gate arm.

Inasmuch as the State is routing Interstate freeway traffic over these city streets until the freeway is completed through this area, the State should share in the upgrading of this grade crossing protection.

This agreement provides that the State reimburse the Railroad for 100 percent of the cost of the installation of the new signal at Washington Street plus the replacement of the long gate arm with the shorter gate arm. This work is to be done by Railroad forces and the State is to reimburse the Railroad for its actual cost, which is estimated to be $10,915. The Railroad will maintain the signals at its own expense upon completion of the installation.

We recommend your approval.

TWL:ss lms

Very truly yours,

Forrest Cooper
State Highway Engineer

bc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
Attention: T. W. Litchfield
L. H. Young
C. T. Keasey

FORM B-30 (12-67)

13/42
11-4

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 24, 1968

To: Mr. F. B. Klaboe
Asst. State Highway Engineer
B U I L D I N G

SUBJECT: Grade Crossing Protection Improvement
Washington-Jefferson Street Couplet
Willamette River Bridge Section
Eugene - Springfield Highway
Lane County
Contract No. 6985

Washington and Jefferson Streets are being used as arterials to connect I-105 into downtown Eugene. The increased traffic volume on these streets has generated the need for improved crossing protection at the two grade crossings of the Southern Pacific Company.

Presently the Jefferson Street crossing, which handles traffic inbound from I-105, is protected with PUC Standard Type 2 flashing light signals. The Washington Street grade crossing is protected with a single PUC Standard Type 4 crossing gate located on the Wasterly side of the street. Inasmuch as the State is using the City streets to handle Interstate highway traffic until the freeway can be completed through this area, it is logical that the State bear a portion of the cost of the upgrading of the existing crossing protection.

The City of Eugene and the Railroad have agreed to share the cost of installing crossing gates on the existing flashing light signals at the Jefferson Street crossing on a 50-50 basis. The agreement attached hereto provides that the State should bear 100% of the cost of an additional gate at the Washington Street crossing along with the cost of replacing the existing long gate arm with a shorter gate arm. This cost is estimated by the railroad to be $10,015.

This agreement provides for installation of this new signal, replacement of the long arm, and also provides for the installation of grade crossing predictors at this location. The Railroad is to be reimbursed for their actual costs of the work involved in this installation. The Railroad is to maintain the signals at their own expense after construction.

This agreement has been reviewed and approved by the Accounting, Legal and Construction Divisions and found to be satisfactory. We recommend your approval and request that it be placed on the agenda for the Highway Commission meeting of November 12, 1968.

The Bureau of Public Roads has advised by their letter dated August 15, 1968, they will not participate in this cost.

The interlineation at the top of Page One should be initialed by the Commissioners when they sign the agreement.

Upon execution of this agreement, please send the duplicate counterparts to Mr. Sollis who will return them to the Portland Office of the Southern Pacific Company for further handling.

F. D. Morgan
Construction Engineer

By: T. W. Litchfield

T. W. Litchfield
Utilities Liaison Engineer

TWL:ss

cc: J. L. Sollis

RECEIVED
OCT 29 1968
OFFICE OF
STATE HIGHWAY ENGINEER

Monthly transaction number	FORM PR-2A (REV. 10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State
10-64		Oregon
Project report number	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County
11		Lane
Modification number	(PPM 21-7) 12-13-61	Project number
1		I-105-4(113)197

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on April 28, 19 67, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,351,025	$ 2,507,174
Federal funds	$ 2,169,000.00	$ 2,313,100.00
Other revisions		

This modification is made for the following reasons:

Estimate revised due to increase in quantities and additional extra work orders and price agreements.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 15 day of October, 19 68.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. M. Klabre

Asst. State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By S. L. Green
(Division Engineer)
For **R. E. Simpson**

US COMM-DC 26364-P65

Oregon State Highway Department

Federal-Aid
Project No. I-205-4(113)197

WILLAMETTE RIVER BRIDGE, SOUTH OF THE

CLACKAMAS-CLEVELAND I.N.V. IN LAKE OSWEGO

Revised Project agreement estimate.

Salem, Oregon, October 4, 1968

Proj Code 7221
Roadway (Sta. 91 00 Hwy opn. 90 47 - 30+00.47 to Sta. 50 10)(Cont. No. 6922)

Subtotal on previous estimate of April 7, 1967 $518,633.00

Previous estimate			
Embankment In Place	169,000 cu.yd.	$ 1.15	$194,350.00
Channel Excavation, Unclass.	1,900 cu.yd.	1.75	3,325.00
Extra for Selected Topsoil Material	3,600 cu.yd.	2.40	8,640.00
Class "D" Asphalt concrete	2,460 ton	6.50	15,990.00
Extra for A.C. Concrete Curb	770 lin.ft.	2.00	1,540.00
Guard Rail	2,570 lin.ft.	2.50	6,425.00
Median Barrier	2,000 lin.ft.	4.50	9,000.00
Guard Rail Blocks	370 only	1.50	555.00
Extra for Guard Rail Posts	8 only	12.00	96.00
EMO 1 Flagging (57½ % of contractors Cost)	All Required		500.00
			$240,421.00

Revised estimate			
Embankment In Place	172,000 cu.yd.	$ 1.15	$197,800.00
Channel Excavation, Unclass.	3,370 cu.yd.	1.75	5,897.50
Extra for Selected Topsoil Material	5,500 cu.yd.	2.40	13,200.00
Class "D" Asphalt Concrete	2,910 ton	6.50	18,915.00
Extra for A.C. Concrete Curb	1,535 lin.ft.	2.00	3,070.00
Guard Rail	lin.ft.	2.50	
Median Barrier	1,600 lin.ft.	4.50	7,200.00
Guard Rail Blocks	1,230 only	1.50	1,845.00
Extra for Guard Rail Posts	575 only	12.00	6,900.00
EM.O 1 Flagging (57½ % of Contractors Cost)	All Required		3,500.00

Additional Approved EMO & P.A.

EMO 3	Install temporary Signals & Signs	All Required	11,000.00
" 5	Increase width of Paving Slabs	All Required	2,100.00
" 6	Widen S. W. Corner of Wash. St.	All Required	1,315.00

P.A. 12	A. Type 2 Guard Rail	2,875	lin.ft.	$3.15	$ 9,056.25
	B. Type 2A Guard Rail	4,000	lin.ft.	3.20	12,800.00
12	C. Type 2 Barricade	325	lin.ft.	4.25	1,381.25
	D. Extra Steel Uprights for Type 2 Barricade	22	only	9.75	214.50
	E. Special Guard Rail Blocks	28	only	3.00	84.00
P.A. 13	Concrete Median Barrier				
	A. Class 'A' Concrete	730	cu.yd.	77.05	56,246.50
	B. Metal Reinforcement	88,000	lb.	0.1044	9,187.20
	C. Credit for Median Barrier Anchor Plates	20	only	10.50	(210.00)
	D. Credit for Median Barrier Anchor Bolts	272	only	0.55	(149.60)
	E. Saw A.C. & Excavate footing	2,100	lin.ft.	1.17	2,457.00
P.A. 14	Drainage Revision				
	A. Furnish & Jack 12-inch by 3/16 inch galv. steel pipe	104	lin.ft.	31.50	3,276.00
	B. 12-inch Corr. Metal Pipe coated	234	lin.ft.	3.50	819.00
	C. Extra for Pipe Under Exist. Pave.	132	lin.ft.	4.80	633.60
	D. Extra for Concrete inlets under Exist. Pave.	7	only	20.00	140.00
P.A. 21	Loose Riprap	2,000	cu.yd.	5.00	10,000.00
P.A. 25	Embankment to flatten slopes	3,300	cu.yd.	0.70	2,310.00
P.A. 31	Furnish and Place Metal Reinf. for Additional width of Bridge End Panels	182	sq.yd.	7.62	1,386.84
					$302,375.04
				Net Increase	143,954.54
				Subtotal	$660,507.04
				10% Engr. & Cont.	66,057.96
				Total	$726,565.00

Structures same as previous estimate of April 7, 1967 $1,780,529.00

Length of Roadway - - - - - - - - - - - - - - - 0.157 mile
Length of Structures (2) - - - - - - - - - - 0.207 mile

Total length - - - - - - - - - - - - - - - - - 0.364 mile

Cost of Roadway per mile - - - - - - - - - $4,628,312.12

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 726,645.00	$ 670,400.00	$ 56,245.00
Structures	1,780,529.00	1,642,700.00	137,829.00
Total	$2,507,174.00	$2,313,100.00	$194,074.00

Utilities

Eugene Water & Electric Board	All Required	$20,000.00

The above mentioned utility will be claimed on Utility Project No. I-105-4(112)197.

State funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State funds for Maint.: Chap. 529, Laws 1939.

Prefix: 620-1032

STATE COPY

Form Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
5-43		Oregon
PROJECT REPORT NO.	FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	COUNTY
5		Lane
		PROJECT NO.
		I-105-4(113)197

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Willamette River Bridge Section, Eugene-Springfield Highway.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	3-1-67	0.364
OTHER (Specify)		

FUNDS

Fed Rate 92.26

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 2,351,025.00	$ 2,169,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. B. Klaboe

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

A. W. PARSONS, Division Engineer

By L. R. Backlund
(Division Engineer)

Date executed by Division Engineer APR 28 1967

Oregon State Highway Department

Federal-Aid
Project No. I-105-4(113)197

WILLAMETTE RIVER BRIDGE SECTION OF THE

EUGENE-SPRINGFIELD HIGHWAY IN LANE COUNTY

Project Agreement Estimate.

Salem, Oregon, April 7, 1967

Type Code 7221
Roadway (Sta. 91+00 Thru Eq. 98+88.47 = 38+88.47 to Sta. 50+18)(Cont. No. 6985)

Clearing and Grubbing	All Required			$ 90,000.00
Embankment in Place	169,000	cu.yd.	$ 1.15	194,350.00
Channel Excavation, Unclass.	1,900	cu.yd.	1.75	3,325.00
Extra for Selected Topsoil Material	3,600	cu.yd.	2.40	8,640.00
Finishing Roadbed and Slopes	All Required			3,500.00
Trench Excavation	8,000	cu.yd.	2.50	20,000.00
Watering	230	M-gal.	2.50	575.00
3/4" - 0 Material in Base	2,000	ton	2.25	4,500.00
Stone Base	11,100	ton	2.00	22,200.00
3/4" - 0 Aggregate in Prime Coat	55	cu.yd.	9.00	495.00
RC-250 Asphalt in Prime Coat	10	ton	55.00	550.00
Class "B" Asphalt Concrete	2,460	ton	6.50	15,990.00
8-inch Reinforced Concrete Pavement	4,000	sq.yd.	6.00	24,000.00
12-inch Reinforced Concrete Bridge End Panels	500	sq.yd.	9.00	4,500.00
Loose Riprap	3,500	cu.yd.	4.00	14,000.00
8-inch Storm Sewer Pipe	410	lin.ft.	2.00	820.00
12-inch Storm Sewer Pipe	1,120	lin.ft.	3.00	3,360.00
18-inch Sanitary Sewer Pipe	480	lin.ft.	8.00	3,840.00
24-inch Storm Sewer Pipe	400	lin.ft.	11.00	4,400.00
36-inch Storm Sewer Pipe	1,080	lin.ft.	18.00	19,440.00
42-inch Storm Sewer Pipe	870	lin.ft.	15.00	13,050.00
Concrete Manholes	1	only	450.00	450.00
Special Concrete Manholes	2	only	400.00	800.00
Concrete Inlets, Type G-1	10	only	100.00	1,000.00
Concrete Inlets, Type G-2M	2	only	100.00	200.00
Concrete Outlet Structure	1	only	350.00	350.00
Concrete Curbs	35	cu.yd.	55.00	1,925.00
Extra for A.C. Conc. Walks	250	sq.yd.	2.50	625.00
Extra for A.C. Conc. Curbs	770	lin.ft.	2.00	1,540.00
Guard Rail	2,570	lin.ft.	2.50	6,425.00
Median Barrier	2,000	lin.ft.	4.50	9,000.00
Guard Rail Blocks	370	only	1.50	555.00
Extra for Guard Rail Posts	8	only	12.00	96.00
Extra for Painting Rail	4,300	lin.ft.	0.15	645.00
Salvaging Type 1 Barricade	350	lin.ft.	.60	210.00
Type 1 Barricade-Salvaged Barricade	350	lin.ft.	1.00	350.00
Roadside Seeding	2	acre	150.00	300.00
Roadside Mulching	2	acre	180.00	360.00

SIGNING

Sign Support Footings	All Required		$ 5,500.00
Over Head Structures	All Required		22,500.00
Sign Illumination Equipment	All Required		7,000.00
Type "A" Signs in Place	838 sq.ft.	$ 8.00	6,704.00
Type "M" Signs in Place	9 sq.ft.	7.00	63.00
			$38,133.00
Flagging (57½ of Contractor's Cost)	All Required		500.00
			500.00
		Subtotal	$38,633.00
		10% Engr. & Cont.	31,863.00
			$70,496.00

Type Code X421
Willamette River Bridge No. 8966 (Sta. 41+50 to Sta. 49+94)(Cont. No. 6985)

Shoring, Cribbing, etc.	All Required		$ 250,000.00
Structural Excavation	4,200 cu.yd.	$ 1.60	6,720.00
Structural Excavation Below Elevation Shown	400 cu.yd.	5.00	2,000.00
Special Rock Backfill	520 cu.yd.	4.00	2,080.00
Furnish 10 BP 42 Steel Piling	16,180 lin.ft.	3.40	55,012.00
Drive Steel Piles	332 only	50.00	16,600.00
Splice Steel Piles	80 only	30.00	2,400.00
Class "A" Concrete, 4,000 psi (7,220 cu.yd.)	All Required		556,300.00
Class "A" Concrete, 4,500 psi (420 cu.yd.)	All Required		25,000.00
Reinforcement (2,500,000 lbs.)	All Required		260,000.00
Two Tube Steel Railing	1,900 lin.ft.	15.50	29,450.00
Preparation of Slopes	750 sq.yd.	3.25	2,437.50
Concrete Slab-riprap	750 sq.yd.	7.00	5,250.00
8-inch Metal Drain Pipe Type "A" Casting	110 lin.ft.	2.50	275.00
4-inch Standard Steel Pipe	300 lin.ft.	10.00	3,000.00
1½-inch Electrical Conduit	2,300 lin.ft.	2.00	4,600.00
			$1,221,124.50

Type Code X231
Florence Eugene Highway O'xing No. 9572 (Sta. 93+98 to Sta. 96+45)(Cont. No. 6985)

Shoring, Cribbing, etc.	All Required		$ 21,000.00
Structural Excavation	700 cu.yd.	$ 1.60	1,120.00

Structural Excavation Below Elevation Shown	70 cu.yd.	$ 3.00	$ 210.00
Furnish 10 BP 42 Steel Piling	6,480 lin.ft.	3.40	22,032.00
Drive Steel Piles	168 only	50.00	8,400.00
Splice Steel Piles	40 only	30.00	1,200.00
Class "A" Concrete, 3,300 psi (1,515 cu.yd.)	All Required		90,000.00
Class "AA" Concrete (20 cu.yd.)	All Required		7,000.00
Reinforcement (247,100 lbs.)	All Required		27,000.00
Structural Steel (784,800 lbs.)	All Required		210,000.00
Two Tube Steel Railing	494 lin.ft.	15.50	7,657.00
8-inch Metal Drain Pipe, Type "A" Coating	120 lin.ft.	2.50	300.00
6-inch Standard Steel Pipe	12 lin.ft.	25.00	300.00
8-inch Standard Steel Pipe	20 lin.ft.	30.00	600.00
1-inch Electrical Conduit	90 lin.ft.	2.00	180.00
1½-inch Electrical Conduit	270 lin.ft.	2.00	540.00
			$ 387,539.00
		Subtotal	$1,618,663.50
		10% Engr. & Cont.	161,865.50
		Total	$1,780,529.00

Length of Roadway - - - - - - - - - 0.157
Length of Structures (2)- - - - - 0.207
Total Length - - - - - - - - - - - 0.364

Cost of Roadway Per Mile - - - $3,633,732.48

Retained in Process Status

Temporary Illumination	All Required	$2,000.00
Temporary Traffic Signals	All Required	3,000.00
Temporary Signs	All Required	3,000.00
		$8,000.00

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 570,496.00	$ 526,300.00	$ 44,196.00
Structures	1,780,529.00	1,642,700.00	137,829.00
Subtotal	$2,351,025.00	$2,169,000.00	$182,025.00
Retained in Program	8,000.00	7,300.00	700.00
Total	$2,359,025.00	$2,176,300.00	$182,725.00

Utilities

Eugene Water and Electric Board	All Required	$20,000.00

The above-mentioned utility will be claimed on Utility project No. I-105-4(112)197, prefix No., to be assigned.

State Funds for Const: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap.529, Laws 1939.
State Funds for Maint: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal-Aid
Project No. I-105-4(113)197

WILLAMETTE RIVER BRIDGE SECTION OF THE

EUGENE-SPRINGFIELD HIGHWAY IN LANE COUNTY

P.S. and E. Estimate.

Salem, Oregon, February 23, 1967

Type Code 7221
Roadway (Sta. 91+00 Thru Equa. 98+88.47 = 38+88.47 to Sta. 50+18)

Clearing and Grubbing	All	Required		$ 10,000.00
Embankment in Place	169,000	cu.yd.	$ 1.00	169,000.00
Channel Excavation, Unclassified	1,900	cu.yd.	2.00	3,800.00
Extra for Selected Topsoil Material	3,600	cu.yd.	2.25	8,100.00
Finishing Roadbed and Slopes	All	Required		500.00
Trench Excavation	8,000	cu.yd.	3.00	24,000.00
Watering	230	M-gal.	3.00	690.00
3/4" - 0 Material in Base	2,000	ton	2.10	4,200.00
Stone Base	11,100	ton	2.00	22,200.00
3/4" - 0 Aggregate in Prime Coat	55	cu.yd.	5.00	275.00
RC-250 Asphalt in Prime Coat	10	ton	60.00	600.00
Class "B" Asphalt Concrete	2,460	ton	6.25	15,375.00
8-inch Reinforced Concrete Pavement	4,000	cu.yd.	6.00	24,000.00
12-inch Reinforced Concrete Bridge End Panels	500	cu.yd.	12.00	6,000.00
Loose Riprap	3,500	cu.yd.	4.25	14,875.00
8-inch Storm Sewer Pipe	410	lin.ft.	2.75	1,127.50
12-inch Storm Sewer Pipe	1,120	lin.ft.	4.50	5,040.00
18-inch Sanitary Sewer Pipe	480	lin.ft.	6.50	3,120.00
24-inch Storm Sewer Pipe	400	lin.ft.	9.00	3,600.00
36-inch Storm Sewer Pipe	1,080	lin.ft.	12.00	12,960.00
42-inch Storm Sewer Pipe	870	lin.ft.	14.50	12,615.00
Concrete Manholes	1	only	350.00	350.00
Special Concrete Manholes	2	only	450.00	900.00
Concrete Inlets, Type G-1	10	only	120.00	1,200.00
Concrete Inlets, Type G-2M	2	only	150.00	300.00
Concrete Outlet Structure	1	only	400.00	400.00
Concrete Curbs	35	cu.yd.	40.00	1,400.00
Extra for A.C. Conc. Walks	250	sq.yd.	1.25	312.50
Extra for A.C. Conc. Curbs	770	lin.ft.	1.00	770.00
Guard Rail	2,570	lin.ft.	2.65	6,810.50
Median Barrier	2,000	lin.ft.	3.85	7,700.00
Guard Rail Blocks	370	only	1.50	555.00
Extra for Guard Rail Posts	8	only	12.00	96.00
Extra for Painting Rail	4,300	lin.ft.	0.15	645.00
Salvaging Type 1 Barricade	350	lin.ft.	1.00	350.00
Type 1 Barricade - Salvaged Barricade	350	lin.ft.	1.00	350.00
Roadside Seeding	2	acre	200.00	400.00
Roadside Mulching	2	acre	225.00	450.00
Signing				
Sign Support Footings	All	Required		9,100.00
Overhead Structures	All	Required		29,300.00

Sign Illumination Equipment	All Required		$ 7,500.00
Type "A" Signs in Place	838 sq.ft.	$ 7.50	6,285.00
Type "M" Signs in Place	9 sq.ft.	5.50	49.50
			$417,301.00
Flagging (57½% of Contractor's Cost)	All Required		$ 500.00
			$ 500.00
	Subtotal		$417,801.00
	10% Engr. & Cont.		41,780.00
	Total		$459,581.00

Type Code X421
Willamette River Bridge No. 8966 (Sta. 41+50 to Sta. 49+94)

Shoring, Cribbing, etc.	All Required		$ 60,000.00
Structural Excavation	4,200 cu.yd.	$ 8.00	33,600.00
Structural Excavation Below Elevation Shown	400 cu.yd.	15.00	6,000.00
Special Rock Backfill	520 cu.yd.	5.00	2,600.00
Furnish 10 BP 42 Steel Piling	16,180 lin.ft.	5.00	80,900.00
Drive Steel Piles	332 only	75.00	24,900.00
Splice Steel Piles	80 only	40.00	3,200.00
Class "A" Concrete, 4000 psi (7,220 cu.yds. @ $80.00)	All Required		577,600.00
Class "A" Concrete, 4500 psi (420 cu.yds. @ $80.00)	All Required		33,600.00
Reinforcement (2,500,000 lbs. @ $0.14)	All Required		350,000.00
Two Tube Steel Railing	1,900 lin.ft.	18.00	34,200.00
Preparation of Slope	750 sq.yd.	2.00	1,500.00
Concrete Slab Riprap	750 sq.yd.	10.00	7,500.00
8-inch Metal Drain Pipe, Type "A" Coating	110 lin.ft.	4.00	440.00
4-inch Standard Steel Pipe	300 lin.ft.	12.00	3,600.00
1 1/4-inch Electrical Conduit	2,300 lin.ft.	1.50	3,450.00
			$1,223,090.00

Type Code X231
Florence-Eugene Highway O'xing No. 9572 (Sta. 93+98 to Sta. 96+45)

Shoring, Cribbing, etc.	All Required		$ 4,000.00
Structural Excavation	700 cu.yd.	$ 6.00	4,200.00
Structural Excavation Below Elevation Shown	70 cu.yd.	10.00	700.00
Furnish 10 BP 42 Steel Piling	6,480 lin.ft.	5.00	32,400.00
Drive Steel Piles	168 only	70.00	11,760.00
Splice Steel Piles	40 only	40.00	1,600.00
Class "A" Concrete, 3300 psi (1,515 cu.yds. @ $78.00)	All Required		118,170.00
Class "AA" Concrete (20 cu.yds. @ $100.00)	All Required		2,000.00
Reinforcement (247,100 lbs. @ $0.14)	All Required		34,594.00

Structural Steel (784,800 lbs. @ $0.33)	All Required		$ 258,984.00
Two Tube Steel Railing	494 lin.ft.	$ 18.00	8,892.00
8-inch Metal Drain Pipe, Type "A" Coating	120 lin.ft.	4.00	480.00
6-inch Standard Steel Pipe	12 lin.ft.	12.00	144.00
8-inch Standard Steel Pipe	20 lin.ft.	15.00	300.00
1-inch Electrical Conduit	90 lin.ft.	1.40	126.00
1 1/4-inch Electrical Conduit	270 lin.ft.	1.50	405.00
			$ 478,755.00
Subtotal			$1,701,845.00
10% Engr. & Cont.			170,184.00
Total			$1,872,029.00

Length of Roadway - - - - - 0.157 Mile
Length of Structures (2)- - 0.207 Mile
Total Length 0.364 Mile

Cost of Roadway Per Mile- - $2,927,267.52

Retained in Program Status

Temporary Illumination	All Required	$ 2,000.00
Temporary Traffic Signals	All Required	3,000.00
Temporary Signs	All Required	3,000.00
		$ 8,000.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 459,581.00	$ 424,000.00	$ 35,581.00
Structures	1,872,029.00	1,727,100.00	144,929.00
Subtotal	$2,331,610.00	$2,151,100.00	$180,510.00
Retained in Program	$ 8,000.00	$ 7,300.00	$ 700.00
Total	$2,339,610.00	$2,158,400.00	$181,210.00

Utilities

Eugene Water and Electric Board	All Required	$ 20,000.00
Pacific Northwest Bell Tel. Co.	All Required	1,000.00
		$ 21,000.00

The above-mentioned utilities will be claimed on Utility Project No. I-105-4(112) 197, Prefix No. to be assigned. 620-1031

Form E-200-SH

STATE COPY

RECEIVED
OCT 4 1968
OFFICE OF
STATE HIGHWAY ENGINEER

I-105-4(113)197
6985

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Contingent upon [illegible] project agreement [illegible] additional funds [illegible]
Date [illegible]
SEP 6 [illegible] Div. Engineer
U.S. Bureau of Public Roads

Project Name Willamette River Bridge — Date September 9, 1968

Highway Eugene-Springfield — Contract No. 6985

County Lane — Prefix 620-1032

Contractor C. J. Montag & Sons, Inc. & Workman Construction Co. — F. A. Project No. I-105-4(113)197

Address 7805 N.E. Halsey - Portland, Oregon 97213 — Order No. 7

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Construct Type 3-70 Fence

Location by station numbers:

"L" 89+00 to 94+70 right & left.

NOTED
F. B. KLABOE

Estimate of quantities and cost:

Materials	$1,272.57
Equipment Rental	151.80
Labor	851.03
Total	$2,275.40

See attached sheets

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") This work beyond the scope of the contract. This work is being performed to prevent foot traffic from crossing the freeway.
Maximum equipmental rental rates as established by agreement between the Highway Department and the A.G.C. will not be exceeded.
Approval to construct fencing was received from Mr. John Quiner II, Ass't. Division Engineer, letter dated June 11, 1968. Work covered by this order has not been started.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$2,437,083.56	
Present estimate of project cost, including $2,275.40 for work under this order	$2,521,872.48	
Expected under-run / over-run amount	$ 84,788.92	
Expected under-run / over-run per cent	3.48%	

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Submitted by: /s/ E. H. Jones — Resident Engineer

Approval Recommended: /s/ Alfred A. Baar — for Bridge Engineer

Approval Recommended: /s/ Carl M. Willams — Division Engineer

Approved: /s/ L. H. Young — [illegible]

RECEIVED
AUG 29 1968
OFFICE OF
STATE HIGHWAY ENGINEER

I-105-6(11)197

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date Aug 29 By [signature] Dist. Engineer
Title
U.S. Bureau of Public Roads

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Willamette River Bridge Section **Date** August 12, 1968

Highway Eugene-Springfield **Contract No.** 6985

County Lane **Prefix** 620-1032

Contractor C. J. Montag & Sons, Inc. and Workman Construction Co. **F. A. Project No.** I-105-4(113)197

Address 7805 N. E. Halsey St., Portland, Oregon 97213 **Order No.** 6

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Widen southwest corner of Washington Street at its intersection with First Street. Remove danger tree and two small cedar trees located in an area to be earth filled to provide proper drainage. Prepare the gore between "CR" and "B" Lines for paving.

Location by station numbers:

Widening work: "WN" 84+40 to "WN" 85+50 left.
Remove trees: "L" 96+00 left and "L" 98+00 right.
Prepare gore for paving: "B" 44+00 right.

Estimate of quantities and cost: See attached sheets.

Materials	$ 179.95
Equipment Rental	644.10
Labor	491.65
Total	$1,315.70

NOTED
F. B. KLABOE

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This work beyond the scope of the contract. The widening work on the Washington St. is being performed to prevent local traffic impeding the movement toward the freeway. The widening work will be similar to that as shown on the plans at the southeast corner of Jefferson-First Street intersection.

-OVER-

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$2,437,083.56
Present estimate of project cost, including $1,315.70 for work under this order	$2,516,331.30
Expected ~~under-run~~ over-run amount	$ 79,247.74
Expected ~~under-run~~ over-run per cent	3.25%

Space to right of this line is for use of Salem Office

Submitted by: /s/ E. H. Jones, Resident Engineer

Approval Recommended: /s/ Alfred A. Rear for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ John Quiner II Asst. Division Engineer

Approved: /s/ L. H. Young 8-29-68

Explanation: cont.

The danger tree sits on the right-of-way line. This tree was living when the contract was let. By the requirements of the specifications the tree was not within the area to be cleared. The tree died as a result of the deep excavation alongside of the tree for the purpose of installing a storm sewer pipe. The two cedar trees to be removed are located in an area to be random filled to provide adequate drainage away from the roadway embankment.

The gore between "CR" and "B" Lines will be prepared for paving. No surfacing work will be required here. Existing rock materials will be utilized. The gore is being lengthened to provide a safer recovery area.

Maximum equipment rental rates as established by agreement between the Highway Department and the A.G.C. will not be exceeded.

Payment for force account work shall be in accordance with Article 9-8 of the Specifications.

Tentative approval to perform this work was received from Mr. John Hegmann of the B.P.R. and Mr. C. T. Keasey, Division Engineer, on August 6, 1968.

Work covered by the order has not been started.

Order for Extra Work No. 6
Willamette River Bridge Section
Eugene-Springfield Highway
Lane County
Contract No. 6985
Project No. I-105-4(113)197
Prefix No. 620-1032
Engineer's Estimate

SUMMARY OF COST

1. Widen southwest corner at the intersection of Washington and First Streets: (Asphaltic Concrete work to be performed under respective bid items.)

Remove concrete curbs, concrete walks, excavate and widening work.

Materials:

Specialty Item, cut concrete, 115 lin. ft. at $0.48 per lin. ft.	$55.20	
Stone base, 70 tons at $1.26 per ton	88.20	
3/4"-0 Material, 10 tons at $1.29 per ton.	12.90	
Subtotal	$156.30	
Subtotal plus 15%		$179.75

Equipment Rental:

Backhoe, 3/8 cu. yd., 8 hrs. at $9.25 per hr.	$74.00	
Dump truck, 10 cu.yd., 8 hrs at $12.10 per hr.	96.80	
Pavement breaker, 4 hrs. at $0.90 per hr.	3.60	
Compressor, 105 cfs., 4 hrs. at $3.50 per hr.	14.00	
Motor grader, 4 hrs. at $12.10 per hr.	48.40	
Tamper, Gasoline, 4 hrs. at $4.00 per hr.	16.00	
Roller, 10 ton, 2 hrs at $7.10 per hr.	14.20	
Subtotal	$267.00	
Subtotal plus 15%		$307.05

Labor:(includes 21 percent taxes and fringe.)

Operator 14 hrs. at $6.80 per hr.	$95.20	
Truck Driver, 8 hrs. at $5.60 per hr.	44.80	
Laborer, 28 hrs. at $5.20 per hr.	145.60	
Subtotal	$285.60	
Subtotal plus 20 %		$342.72

2. Remove Danger tree and perform leveling work: (the danger tree is located on the right of war line left of Station 96+00. Also, included here is the cost of removing two small cedar trees right of station 98+00 which are located in an area to be filled with earth material in order to provide proper drainage away from the roadway.

Equipment Rental:

Dozer, D-8, 5 hrs. at $25.20 per hr.	$126.00	
Mobile Crane, 3 hrs. at $34.00 per hr.	102.00	
Dump truck, 10 cu. yd., 3 hrs. at $12.10 per hr.	36.30	
Power Saw, 2 hrs. at $2.30 per hr..	4.60	
Subtotal	$268.90	
Subtotal plus 15%.		$309.24

Labor: (includes 21 percent taxes and fringe.)

Operator, 8 hrs. at $6.80 per hr..	$54.40	
Oiler, 3 hrs. at $6.17 per hr.	18.51	
Truck driver, 3 hrs at $5.60 per hr.	16.80	
Laborer, 2 hrs. at $5.20 per hr.	10.40	
Subtotal	$100.11	
Subtotal plus 20%.		$120.13

3. Prepare gore for paving between "CR" and "P" Line.

Equipment Rental:

Power Grader, 2 hrs. at $12.10 per hr.	$24.20	
Plus 15%.		$27.83

Labor: (includes 21 percent taxes and fringe.)

Operator, 2 hrs. at $6.80 per hr.	$13.60	
Laborer, 2 hrs. at $5.20 per hr..	10.40	
Subtotal , ...	$24.00	
Subtotal plus 20%.		$28.80

RECAP

Materials:

Item 1		$179.95

Equipment Rental:

Item 1	$307.05	
Item 2	309.24	
Item 3	27.83	
TOTAL		$644.10

Labor:

Item 1	$342.72	
Item 2	120.13	
Item 3	28.80	
TOTAL		$491.65

TOTAL COST	$1,315.70

James E. Chaney
Resident Engineer

RECEIVED
AUG 20 1968
ILING

COMMISSIONERS:
GLENN L. JACKSON, CHAIRMAN
MEDFORD
FRED W. HILL, MEMBER
PENDLETON
THADDEUS B. BRUNO, MEMBER
PORTLAND

I-105-4(113)197
6985

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 12, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Re: Grade Crossing Protection Improvement
Washington-Jefferson Street Couplet
Eugene-Willamette River Bridge Section
Eugene-Springfield Highway
Lane County
Project No. I-105-4 (113) 197
Contract No. 6985

Dear Sir:

The above captioned project is drawing to completion and it is proposed to open this section to traffic near the end of August.

As the result of our temporary connections from the bridge to 1st Avenue West, which will utilize Washington and Jefferson Streets as on and off ramps to the freeway, it will be necessary to improve the existing protection at the grade crossings where the Southern Pacific Company crosses Washington and Jefferson Streets.

The Washington Street crossing is currently protected by a single crossing gate which does not reach clear across the street. The Railroad proposes to install a new gate on the west side of the street and replace the existing long gate with a shorter light weight gate. In addition, the Railroad proposed to install grade crossing predictors at this location. The estimated cost for this work is $10,500.

The existing protection at Jefferson Street consists of flashing light signals on both the East and West sides of the street. The Railroad feels crossing gates should be added to these signals, along with grade crossing predictors, to provide proper protection to traffic at this location. The estimated cost of this work is $14,300.

The State, City and Railroad have examined the situation and agree that an upgrading of the crossing protection is desirable in light of the increased traffic which will use these streets after the opening of the freeway. These streets will function as a detour for the 7th Street-Willamette River Section, which will be constructed in the future, and the location of the crossings are approximately two (2) blocks from the end of the temporary ramps leading to the present project. This is in close proximity to the terminus of the project and should qualify for participation under Paragraph 20 b of PPM 21-10.

It is proposed that the Railroad will bear 10% of the total cost ($24,800) of these installations, and the remaining 90% will be handled as a participating item as part of the total project cost. We request your immediate attention to this matter since we must have your reply before we can complete our negotiations with the City and the Railroad.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:ss

cc: F. B. Klaboe
L. H. Young

RECEIVED
AUG 12 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 26 1968
FOR FILING

SP*23657-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

I-105-4(13)177
6484
MEMO TO FILE

Salem, Oregon
July 24, 1968

To:

SUBJECT: Temporary Signing Requirement
Willamette River Bridge Section
Eugene-Springfield Highway
Contract No. 6983

We have reviewed the plan attached to Glen Clark's July 8 letter on the above subject. We find that there have been some changes in the sign plans which were previously approved. These changes are in the vicinity of the intersections of 6th and 7th Avenues with Washington and Jefferson Streets.

The signing as shown on Clark's plan appears to be adequate and the plan is approved.

L. K. George
Assistant Traffic Engineer

VPJ:ji
cc: Tom Edwards
C. T. Keasey

NOTED
TOM EDWARDS

RECEIVED
JUL 25 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 14 1968
OFFICE OF
STATE HIGHWAY ENGINEER

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Contingent upon modification of project agreement if additional funds are required.

G-1 P

Date JUL 3 1968 By [signature]

Title Dist. Engineer

U.S. Bureau of Public Roads

Project Name Willamette River Bridge — Date July 22, 1968

Highway Eugene-Springfield — Contract No. 6985

County Lane — Prefix 620-1032

Contractor C. J. Montag & Sons, Inc. and Workman Construction Co. — F. A. Project No. I-105-4(113)197

Address 7805 N. E. Halsey St., Portland, Oregon — Order No. 5

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

1. Increase the width of the paving slabs to coincide with the width of the bridge in the shoulder area.

2. Install scuppers in median barrier.

NOTED
F. B. KLABOE

Location by station numbers:

1. L 93+98 Rt. & Lt., L 96+45 Rt. & Lt., L 41+50 Rt. & Lt. & L 49+94 Rt. & Lt.
2. L 39+25 to L 40+30.

Estimate of quantities and cost:

Part 1.	Labor	$ 850.00
	Equipment rental	120.00
	Material	1,030.00
Part 2.	Labor	70.00
	Material	30.00
	Total	$2,100.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

1. Modify plans to incorporate most recent safety standards.
2. Provide drainage through the median barrier in the region of 0% grade. (See Field Dwg. #7) This work was not anticipated in the project authorization.
   1. Maximum equipment rental rates allowable as per A.G.C. agreement.
   2. Percentage allowed contractor is in accordance with executed contract for this project.

Work started 7-9-68. Tent. approval by John Hegmann, BPR, 7-3-68.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 2,437,083.56
Present estimate of project cost, including $ 2,100.00 for work under this order	$ 2,480,870.54
Expected ~~underrun~~ over-run amount	$ 43,786.98
Expected ~~underrun~~ over-run per cent	1.80%

Space to right of this line is for use of Salem Office

Submitted by: /s/ E. H. Jones — Resident Engineer

Approval Recommended: /s/ Carl M. Williams — Division Engineer

Approval Recommended: /s/ Alfred A. Rear for ~~Bridge~~ Bridge Engineer

Approved: /s/ L. H. Young 8-4-68

Willamette River Bridge
Contract No. 6985
Order for Extra Work No. 5

Install 8 scuppers in Median Barrier (Cost Breakdown)

Material

1 length of 4" type II transite pipe	$15.00
Misc. lumber for form construction	$10.00
Sub-total	$25.00
Contractor's allowance (15%)	$3.75
Total for materials	$28.75

Labor

Finish top of footing to line & grade	
Cement finisher, 1 hr @ $5.25/hour	$5.25
Grouting in transite pipe	
Cement finisher, 8 sections @ 15 min/section = 2 hours	
2 hours @ $5.25/hour	$10.50
Concrete finishing	
Cement finisher, 8 scuppers @ 15 min/scupper = 2 hours	
2 hours @ $5.25/hour	$10.50
Extra score joints (2)	
Carpenter, 2 joints @ 30 min/joint = 1 hour	
1 hour @ $5.18/hour	$5.18
Sawing pipe & constructing forms	
Carpenter, 8 scuppers @ 30 min/scupper = 4 hours	
4 hours @ $5.18/hour	$20.72
Sub-total	$52.15
Health, welfare, etc. (22½%)	$11.73
Sub-total	$63.88
Contractor's allowance (20%)	$12.77
Total for labor	$76.65

Total . . . $105.40

Willamette "iver Bridge
Contract No. 6985
Order for Extra Work No. 5

Widen 8 Bridge End Panels (Cost Breakdown)

Material

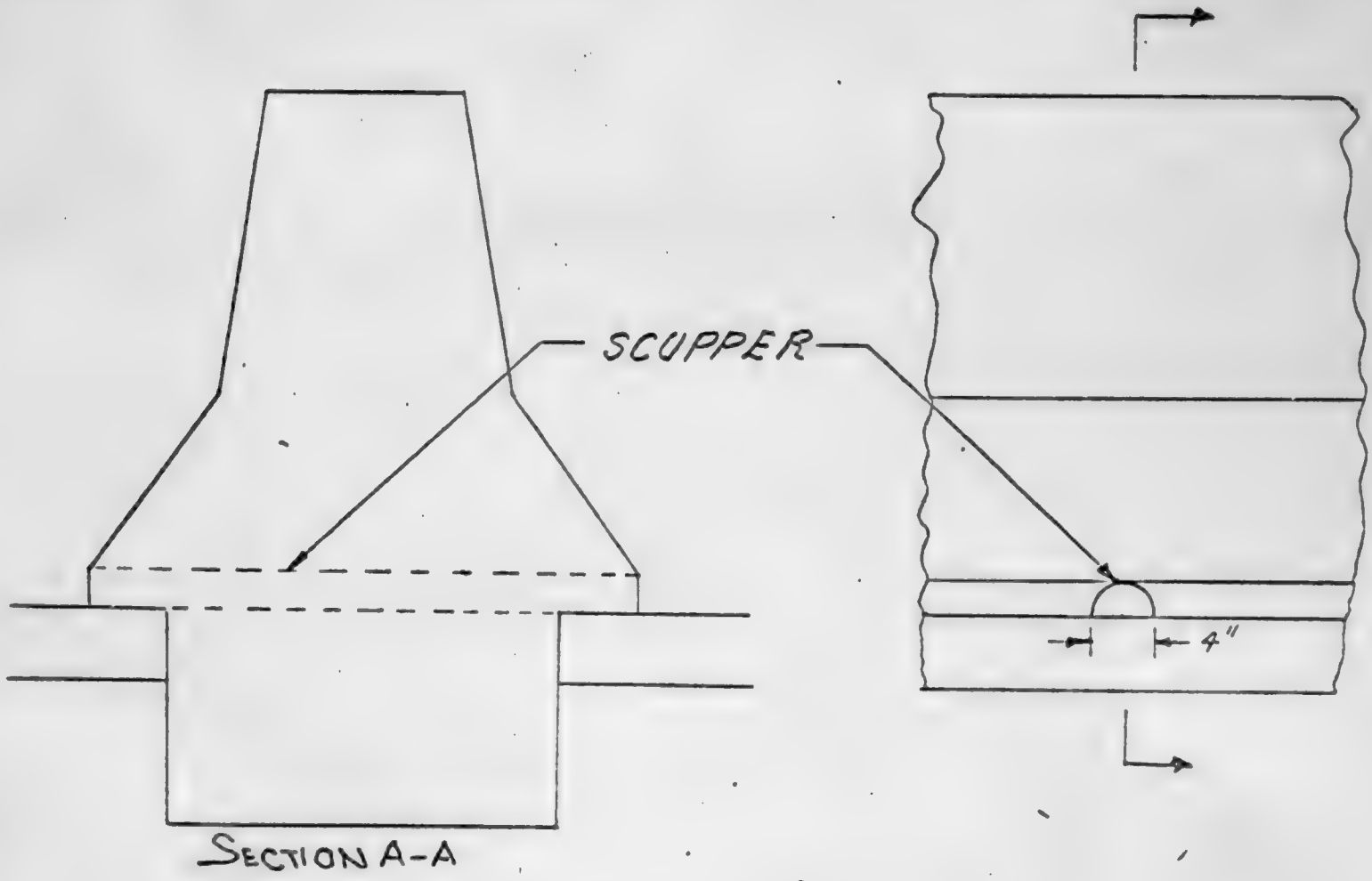
Concrete, 60.0 Cu Yd @ $13.84/Cu Yd	$830.40
Mastic, all required	$24.00
Curing compound, all required	$42.00
Sub-total	$896.40
Contractor's allowance (15%)	$134.46
Total for materials	$1,030.86

Equipment rental

Model #530 Case tractor w/backhoe 6½ hours @ $9.05/hour	$58.83
10 Cu Yd Dump truck 4 hours @ $12.10/hour	$48.40
Sub-total	$107.23
Contractor's allowance (15%)	$16.08
Total for Equipment Rental	$123.31

Labor

Laborers 40 hours @ $4.30/hour	$172.00
Truck driver 4 hours @ $4.63/hour	$18.52
Tractor operator 6½ hours @ $5.62/hour	$36.53
Carpenters 53 hours @ $5.18/hour	$274.54
Cement Mason 13 hours @ $5.25/hour	$68.25
Sub-total	$569.84
Health, welfare, etc. (22½%)	$128.21
Contractor's allowance (20%)	$139.61
Total for labor	$837.66



SECTION A-A

TRANSITE PIPE
LEFT IN PLACE

OREGON STATE HIGHWAY DEPARTMENT
DIVISION ____

SCUPPER DETAIL

Res. Bridge Engr. E. H. JONES
Date 7-11-68 Bridge No. ____
Scale 3/4" = 1" Contract No. 6035

Form A-108—5M

Concurrent upon satisfaction of project agreement & additional funds are required
JUL Date 7-1-68 /s/ W. B. [illegible]
Title Dist. Engineer
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 9

Project Name Willamette River Bridge Date July 3, 1968

Highway Eugene-Springfield Contract No. 6985 F. A. Project No. I-105-4(113)197

County Lane Prefix 620-1032 Account No. 278-09

Description of Work To Be Done:

Permanent striping of section as indicated below.

Location by Station Numbers:

L 85+00 thru Equa L 98+88.47 POT BK = L 38+88.47 POT AH to L 70+00

Estimate of Quantities and Costs:

Item No. 1	4" broken lane line.	
	1.75 miles at $32.00 per mile	$ 56.00
Item No. 2	3" solid shoulder line.	
	6.00 miles at $47.00 per mile	$282.00
Item No. 3	Incidental pavement marking	
	8 hours at $34.00 per hour	$272.00
	Total	$610.00

Explanation:

The contractor is not specialized in this field, therefore this work can best be accomplished by State forces.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 2,437,083.56
Present estimate of project cost, including $ 610.00 for work under this order	$ 2,490,191.36
Expected ~~XXXXXXXX~~ over-run (amount)	$ 53,107.80
Expected ~~XXXXXXXX~~ over-run (per cent)	2.18%

Space to right of this line is for use of Salem Office

Submitted by: /s/ E. H. Jones, Resident Engineer

Approval Recommended: /s/ Alfred A. Rear, ~~XXXXXXXXXXXX~~ for Bridge Engineer

Approval Recommended: /s/ John Quiner, Asst. Division Engineer

Approved: /s/ L. H. Young, ~~XXXXXXXXXXXXXXXXXX~~

RECEIVED
MAY 31 1968
FOR FILING

UNITED STATES GOVERNMENT

Memorandum

I-105-1 113 197

TO 6975

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

477 Cottage St. NE. - Salem OR 97301

DATE: May 27, 1968

In reply refer to: 08-35-DA

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM: R. E. Simpson, Division Engineer
Salem, Oregon

6616

SUBJECT: Oregon Project I-105-4(113)197
Willamette River Bridge Section - Signing

By May 16 letter Mr. Edwards submitted proposed signing plan changes for the subject project. Reflected in the revised plans are those changes recommended by Lane County and the city of Eugene.

We have no objections to the overall plan except for the use of the "I-5" shield on the I-105 route. The changes on the I-105-5(113)197 project, for which you have requested participation and which are shown on the second sheet entitled "Signs on Willamette River Bridge Contract" are approved subject to the following conditions:

> The "I-5" shield should be dropped from the eastbound left sign on the bridge. We suggest adding "Interstate 5" as a destination on that sign. Similarly, drop the "I-5" shield from the sign at 1st Avenue.
>
> The "Oregon Beaches" destination should be dropped from the 1st Avenue sign.

Those signs not necessary upon completion of the next and final section of I-105 should be of temporary materials. Where modifications will be required removable legends on permanent boards may be considered. These points have been discussed with representatives of the Traffic Division.

Bud George
RD

copy - young
Ellen Zilles

RECEIVED
MAY 29 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAY 24 1968

UNITED STATES GOVERNMENT

FOR FILING

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

I-105-4(113)197
6965

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 21, 1968

In reply refer to: 08-35.EC

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-105-4(113)197
Willamette River Bridge Section
Apparent Labor Violation: James Banks Trucking Co.

Our review of Mr. Porter's May 10, 1968 letter concurs with your finding of no violation of the Davis-Bacon Act. James H. Banks, Inc., apparently was not formed with any intent of circumvention of the Act.

Copy to:
Klabue
Morgan
Rahde
Maison
Young
Keasey
5.23.68

INCLD
R. L. PORTER

RECEIVED
MAY 23 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAY 10 1968

[redacted]
Pendleton
Thaddeus B. Bruno, Member
Portland

I-105-4(113)197
6985

May 10, 1968

Mr. R. E. Simpson, Division Engineer
Bureau of Public Roads
477 Cottage Street, NE
Salem, Oregon 97301

Dear Sir:

Re: Willamette River Bridge Section
Eugene-Springfield Highway
I-105-4(113)197
Contract No. 6985

During work on the subject contract, the Resident Engineer brought to the attention of the Construction Division a situation in which a subcontractor, James Banks Trucking, a sole proprietorship, was having material hauled for him by James H. Banks, Inc. It was felt that there might possibly be a violation of the Davis-Bacon Act. The Construction Division then asked the Legal Section to investigate the situation and render an opinion.

A meeting was held with Mr. Banks and his attorney and at our request they furnished all information asked for. All the facts of the situation have been investigated; Mr. Sollis has written a summary of the case and has given an opinion in which I concur.

We are presently withholding money due James Banks Trucking, pending your approval of our findings.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
C. T. Keasey
G. E. Mohde
L. H. Young

att.
JLS:lf ms

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 3, 1968

To: Mr. G. E. Rohde
Chief Counsel
O f f i c e

SUBJECT: Willamette River Bridge
Contract No. 6985
Embankment in Place
Possible Violation Davis-Bacon Act
James Banks Trucking and
James H. Banks Co. Inc.
Workman-Montag Prime Contractor

I have been asked to investigate a possible violation of Davis-Bacon Act by James H. Banks Co., Inc.

The facts are as follows:

James Banks Trucking, a sole proprietorship, entered into a sub-contract with the prime contractor on the above project to furnish embankment in place. After entering into the sub-contract James Banks Trucking sub-contracted the placing of the embankment to a separate company and also contracted with James H. Banks, Inc., a separate corporation organized by him to supply the material. The sub-contract with the prime contractor was signed on April 13, 1967, and the corporation (James H. Banks, Inc.) was organized in August, 1967.

Mr. Banks has been in the sand and gravel business for a considerable time. In February 1964 Mr. Banks purchased the interest of a partner in the Ace Gravel Company. This partnership continued until March 19, 1965. On March 19, 1965, Ace Gravel Co., Inc., was formed with Mr. Banks as a member of the Board of Directors and owning 25% of the stock.

Mr. Banks was the president and managing officer of the Ace Gravel Co. The Ace Gravel Co. began a gradual sale of assets on January 8, 1966, culminating in a sale on February 15, 1967, of substantially all of its assets, including two gravel sources.

After the Ace Gravel Co. became virtually inactive Mr. Banks carried on business under the name of James Banks Trucking.

On December of 1966 Mr. Banks contacted A. M. Bartzat of Bartzat Land Company to acquire a material source in the Eugene area. An attempt was made to lease a pit owned by Mr. Walls. Mr. Banks was unable to obtain this source due to another lease being in effect and, also, the fact that the source was too small for a permanent lease.

After the sub-contract with the prime was signed, Mr. Walls in late June 1967 applied to have an additional 18 acres rezoned so it could be used as a material source. This was approved on February 14, 1968 by the County.

After the sub-contract with the prime was let, Mr. Banks did enter into an agreement for securing material from the Walls source.

On August 15, 1967, James H. Banks, Inc., was incorporated. The corporation purchased all of the remaining assets of the Ace Gravel Co. Mr. Banks then leased his personally-owned equipment to the new corporation. This consisted of six tractors, six trailers, a pickup truck and a Huff loader.

Work on the sub-contract with the prime started in September 1967.

An analysis of information from Mr. Banks shows the following activity by James H. Banks, Inc., during the term of the sub-contract with the prime to date:

6 tractors, 6 trailers, 1 pickup and 1 loader leased from James Banks Trucking to James H. Banks, Inc.

From June to November 16 sales of material to private parties totaling 13,208 cubic yards.

Equipment of James H. Banks, Inc. hired by private parties from June to November.

A.	Irving	$165.00	
B.	Stabbs	$300.00	
C.	Popims & Brundage	116.5 hours of truck time	
D.	Joe Wheeler	73.5 hours of truck time	

Hauling for private parties - June to November.

A.	Peedwill Construction	44 loads	35 hours
B.	Harrisburg Riprap job	53 loads	56 hours
C.	Eugene Sand and Gravel	9 loads	8 hours
D.	Wey Co.	109 loads	150 hours
E.	McKenzie job - North Fork	84 loads	215.5 hours

James H. Banks, Inc., dug and loaded all material under the sub-contract with the prime. James Banks Trucking held the lease for the material source and paid for all material.

Approximately 25,500 yards has been hauled to the project from another source, the Willakenzie Shopping Center, and some 6,900 yards from a third source called Beltline. All hauling was by James H. Bank, Inc. During this same time approximately 95,000 yards was hauled from the Walls pit by James H. Banks Inc.

The fact that two companies exist under Banks is very pertinent. Flagmen employed on the project by James Banks Trucking are covered by Interstate payrolls. However, the truckers that haul the material are paid by James H. Banks, Inc. The James H. Banks, Inc., digs the material, loads it and hauls it to the site.

I feel that the situation which exists as set out above, wherein Mr. Banks has two legally separate entities, is basically no different from the organization set up by other contractors, an example being Wildish Construction Company and Wildish Sand & Gravel. Wildish Construction Company is usually the sub-contractor and Wildish Sand & Gravel the material supplier. Wildish Sand & Gravel is not required to comply with the Davis-Bacon Act since it is a regular commercial supplier.

After reviewing the facts set out above, it is my opinion that there is no violation of the Davis-Bacon Act and that James H. Banks, Inc. is in fact a material supplier and thus exempt from coverage under the Act.

Jack L. Sollis

JACK L. SOLLIS
Staff Attorney

JLS/bdr
cc: Frank McKinney

RECEIVED
MAY 14 1968
FOR FILING.

I-105-4(113)197
6985

May 14, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon 97301

Contract 6985
Prefix 620-1032
FAP I-105-4(113)197

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4, covering the extra work required to weld the hinge plates to the base plates on Bridge 9522 on the Willamette River Bridge Section of the Eugene-Springfield Highway in Lane County.

The weld symbol covering the welding of the hinge plates to the base plates at bent 3 of the Florence-Eugene Highway o'xing Bridge No. 9522 was omitted from the contract plans.

Copies of the cost justification prepared by the engineer are attached.

This work was tentatively recommended for approval by the BPR Bridge Engineer April 30, 1968.

Your approval as of April 30, 1968 is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

BHW:alh

RECEIVED
MAR 1 -

General Files

UNITED STATES GOVERNMENT

FORM

Memorandum

I-105-4(113)197

Klamath

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: March 4, 1968

In reply refer to: 08-35-EC

TO: 6985 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM: G. R. Brooks, Asst Div Engr, by R. M. Arenz, Acting Div Engr
Salem, Oregon

SUBJECT: Oregon Project I-105-4(113)197, Willamette River Bridge Section
Eugene Water and Electric Board - Powerline Adjustments

The delay in the reestablishment of EWEB's feeder line and river crossing previously authorized under the subject project is approved. Pursuant to the company's November 21, 1967 request submitted by Mr. Litchfield's February 8, 1968 letter the delay is caused by land development in the area and should not extend beyond 1969.

Bridge Section
I-105-4(113)197

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MAR - 5 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
FEB 13 1968

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID H. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

I-105-4(113)197
6985

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 8, 1968

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

RE: Eugene Water & Electric Board (EWEB)
Power Line Adjustments
Willamette River Bridge Section
Eugene-Springfield Highway
Lane County
Project No. I-105-4(113)197
Contract No. 6985

Dear Sir:

Please refer to our letter of April 12, 1967 which transmitted Eugene Water and Electric Board's estimate of cost dated April 10, 1967. Also refer to your letter of April 18, 1967 which authorized us to proceed with the actual adjustment for this work.

Herewith you will find one copy each of a letter from Mr. Holcomb dated January 10, 1968 and a letter from Eugene Water and Electric Board dated November 21, 1967, requesting permission to delay the actual adjustment of their feeder line until 1969.

In a conference call on January 10, 1968, involving our John Holcomb and Phil Preston and your John Girvin, it was agreed that it would be in the public interest to delay the final planning and the construction of this feeder line until the development in this area is more nearly complete. This will enable Eugene Water and Electric Board to design their power line crossing in a location which should not interfere with the Oak Hill-I-105 project and best serve the new shopping center.

Your formal approval to delay this work, as outlined above, until 1969 is requested.

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Utilities Liaison Engineer

Enc.
PGP:fw
bc: F. B. Klaboe
V. L. Gallagher (2)

RECEIVED
FEB - 9
OFFICE C
STATE HIGHWAY

[illegible]

SP*23811-734

FOR...

I-105-4(113)197

6985

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

January 25, 1968

Salem, Oregon

To: Mr. L. R. Chandler
Division Engineer
PO Box 1128
Roseburg, Oregon 97470

SUBJECT: Willamette River Bridge
Eugene-Springfield Highway
Contract No. 6985
Labor Compliance

Attention: John Quiner

Today Ed Pease and I met with Chief Counsel Rohde and Attorney Johansen in our Legal Division to discuss the labor compliance problem involving James Banks Trucking on this project. The advice given to us was to the effect that in entering into the subcontract James Banks agreed to comply with the wage rate provisions. In addition to this the Legal Division people did not believe that the evidence available so far proves James Banks Trucking to be a "material supplier." We were advised that there is basis to insist on wage rate and payroll compliance for both of these reasons with the stronger being the existence of the subcontract. It was decided that the enforcement problem at this point is one of contract administration rather than a legal matter and that a letter should be directed to the contractor clearly and firmly stating our position.

We have prepared the attached draft of such a letter which has been reviewed and has the approval of Mr. Johansen. We suggest it be submitted to the contractor by the Division. We were further advised that if the contractor continues failing to comply our next step would probably be to consult with the Asst. or Deputy Highway Engineer and the local B.P.R. people. Sections 404-1 and 502-3 of the labor compliance manual give some guidance on action to be taken in event of a breach or violation.

Please advise the status of this matter in ten days.

NOTED
F. B. KLABOE

F. D. Morgan
Construction Engineer

By: John A. Bond

John A. Bond
Staff Assistant

JAB:ss

cc: I. D. Merchant
F. B. Klaboe

[illegible]
JAN 26 1968
OFFICE OF
STATE HIGHWAY ENGINEER

ROUGH DRAFT

C. J. Montag & Sons, Inc.
Workman Construction Company

Re: Willamette River Bridge
Eugene-Springfield Highway
Contract No. 6985
Labor Compliance

Gentlemen:

We must again bring to your attention the necessity of compliance with the Federal-aid provisions relating to labor employed on this project. The status of the James Banks Trucking Company has been questioned and the lack of evidence of wage compliance by this firm is of much concern to us. James Banks Trucking entered into a subcontract agreement with you dated May 1, 1967 covering four bid items including all of Bid Item No. 2, Embankment in Place. The terms of the contract require that subcontractors comply with all of its provisions. Various aspects of this are set forth on the buff colored sheets, pages 1 through 4, which are a part of your contract with the State Highway Department. Section 7, particularly Section 7-16 of the Standard Specifications is also pertinent.

Whether or not the James Banks Trucking Company qualifies as a material supplier is not the only question here, although from the information available, interpretations given similar circumstances elsewhere indicate their role is not that of material supplier in this instance. The fact remains a subcontract exists and labor compliance provisions are a part of it.

We hereby request that evidence of full compliance with the contract wage provisions by James Banks Trucking Company, including copies of certified payrolls, be submitted to us. Failure to do so will jeopardize future payments to you for work done on this project. We urge your immediate attention to this matter.

Very truly yours,

JAB:ss
cc: I. D. Merchant
F. D. Morgan

RECEIVED
JAN 12 1968

UNITED STATES GOVERNMENT

Memorandum

I-105-4(113)117

U.S. DEPARTMENT OF TRANSPORTATION.
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

477 Cottage St. NE. - Salem OR 97301
DATE: January 9, 1968
In reply refer to: 08-35.6/439

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. F. B. Klaboe, Assistant State Highway Engineer

cc Edwards 1-12-68

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT:

Statewide Inspection-in-Depth Summary No. 35-67-EID(10-S)26
Structural Concrete Operations

Through the months of October and November 1967 we conducted a series of inspections-in-depth of Structural Concrete Operations on the following projects:

I-80N-2(34)38, Bonneville - Hood River Co. Line Section
I-80N-5(28)187, Stanfield Junction - Pendleton Section
I-105-4(113)197, Willamette River Bridge Section
I-405-8(13)302, NW. Johnson - SW. Montgomery Section

Each individual project inspection report was furnished to you with a request that you indicate proposed action to correct the problems noted on that project. We have now received your replies for the individual projects and are generally satisfied with them.

The purpose of this summary report is to bring to your attention any problems which we found to occur on a Statewide basis. This inspection-in-depth series revealed only one significant Statewide problem. It was the control of entrained air, and it was reported as a finding in the last project inspection-in-depth report. Your letter of December 22, 1967 stated that the matter of air entrainment uniformity needed study by the Central Laboratory and your letter of January 5, 1968 transmitted a January 3 memorandum from Mr. Oscar White commenting on the variables which influence the control of entrained air.

We agree with Mr. White's comments, especially regarding the need for close attention by the concrete inspectors. We believe, however, that improvement of concrete inspection will not entirely solve the problem. Engineers on several projects have tightened their inspection and also made alterations in construction procedure in an attempt to improve entrained air control. They have not always been successful. The problem appears to be caused by inconsistent cement quality, poor initial mixing procedure, inadequate or overlong mixing, or some other reason. Because this problem appears to be beyond the

1-12-68 Morgan Durham White

(more)

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JAN 12 1968
OFFICE OF

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

experience of the field engineer, we suggest that it may be appropriate for the Central Laboratory to study these entrained air variabilities, especially on some of the more troublesome projects. The purpose of such a study would be to determine if the problem is with poor inspection, poor mixing, or from some less obvious source. Such a study could be patterned after the research project described most recently in a January 2, 1968 Circular Memorandum entitled Central Plant Concrete Mixer Peformance Capabilities. In any event we believe that it would be beneficial to distribute guidelines to the field engineers, such as Mr. White's memorandum, to aid them in their inspection. We also suggest that you consider the use of the Chace Air Meter to augment your air testing program.

The other findings noted on the project inspection-in-depth reports generally concerned themselves only with the project in question. We feel that in many cases the deficiencies were only oversights by the field engineer and they were noted in the interest of improving overall quality control. It is interesting to note that many of these same items were also reported just previously by Messrs. Smith and Kaericher of our Washington office. We believe your January 2, 1968 comments on that report are timely and that the indicated actions should improve concrete quality control.

We hope that time will be allotted at your winter Resident Engineer meetings to go over the comments contained in these reports to emphasize the point that although concrete control is fairly routine, it must be maintained at a high level to insure a quality product.

Form S-000—Old

I-105-4(113)197

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement at additional funds authorized.
OCT 23 1967
Date 10-1-67 R. Ellison, Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name Willamette River Bridge — Date December 8, 1967

Highway Eugene-Springfield — Contract No. 6985

County Lane — Prefix 620-1032

Contractor C. J. Montag & Sons, Inc. and Workman Construction Co. — F. A. Project No. I-105-4(113)197

Address 7805 N.E. Halsey St., Portland, Oregon — Order No. 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Install temporary traffic signals, roadway illumination & signs. The state will furnish certain equipment under a separate State Force Order and the contractor will install same plus other misc. equipment & signs under this order.

NOTED
F. B. KLABOE

Location by station numbers:

Sta. "L" 83+60 to Sta. "L" 96+90

Estimate of quantities and cost:

Material	$ 6,600
Labor	2,400
Equipment Rental	450
Special Services	1,550
Total	$11,000

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") In order to provide for the public safety and properly direct and control traffic using the temporary ramps, it is necessary to install temporary traffic signals, roadway illumination & signs. The state will furnish certain equipment under a separate State Force Order & the contractor will instll same plus other misc. equipment & signs under this order. Maximum equipment rental rates allowable as per A.G.C. agreement. Percentage allowed contractor is in accordance with executed contract for this project.

Work not started — Prior tentative approval by R. Ellison 10-23-67

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 2,437,083.56
Present estimate of project cost, including $ 11,000.00 for work under this order	$ 2,373,720.09
Expected under-run amount	$ 63,363.47
Expected under-run per cent	2.60%

Space to right of this line is for use of Salem Office

Submitted by: /s/ E. H. Jones, Resident Engineer

Approval Recommended: /s/ Alfred A. Rear, Construction Engineer for Bridge Engineer

Approval Recommended: /s/ John Quiner II, Asst. Division Engineer

Approved /s/ L. H. Young

RECEIVED
NOV 9 - 1967
FOR FILING

I-105-4(113)197

6785

November 8, 1967

6102

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Oregon Project I-105-4(113)197
Willamette River Bridge Section
Inspection-in-Depth Report
No. 35-67-EIC-(10)18

Your File No. 08-35.6/439

Dear Sir:

In reference to your recent Inspection-in-Depth Report on the subject project, I am pleased to see that procedures relating to structural concrete were found to be generally very acceptable and that, as a result, the quality of concrete work is satisfactory.

The case of slight contamination of aggregate stockpiles which you report will be corrected through instructions issued to the resident engineer.

In regard to the time lapse between introduction of water into the mix and placement of the mix into the forms, it is our opinion that the checking of time lapse between the mixing truck's departure from the plant and placement of the mix into the forms is essentially a check on the mixing time.

The recommendations concerning concrete mix, namely, introduction of water, mixing and consolidation, and documentation are being studied. We have no report at this time.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
Ivan Merchant
F. D. Morgan
L. H. Young

RWE:jf/TE:ja

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. F. B. Klaboe

DATE: October 11, 1967

In reply refer to: 08-35.6/439

FROM : G. R. Brooks, Assistant Division Engineer
Salem, Oregon

PLEASE RETURN TO
TOM EDWARDS

SUBJECT: Oregon Project I-105-4(113)197
Willamette River Bridge Section
Inspection-in-Depth Report No. 35-67-EID-(10)18

Attached is an inspection-in-depth report on Structural Concrete Operations recently made on this project. This is the first project inspection of a Statewide inspection-in-depth series.

We request that you advise this office of remedial actions taken or contemplated in connection with this report.

Enclosure
Inspection-in-Depth Report

HIGHWAY DEPT.
BRIDGE DIVISION
AM OCT 23 1967 PM
7,8,9,10,11,12,1,2,3,4,5,6

Edwards
Merchant
Morgan Wiener.
Young
10-15-67

Merchant
Discuss
Copy to Div.

RECEIVED
OCT 17 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

STATE COPY

FORM FR-33D (REV. 10-65)

cc: OSHD (Klaboe)
Region (3 cys)
File 439 Wash DC thru Region
Admin Mgr

EID#: 35-67-EID-(10)18

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION-IN-DEPTH REPORT

(PPM 20-6.1)

PLEASE RETURN TO
TOM EDWARDS

(Check appropriate one) [x] ORIGINAL INSPECTION REPORT [ ] FOLLOWUP REPORT

REGION	DIVISION	COUNTY	PROJECT NUMBER
8	Oregon	Lane	I-105-4(113)197

DATE OF INSPECTION	PHASE(S) INSPECTED
10-5-67	Structural Concrete Operations - Phase 10

INSPECTION MADE BY	IN COMPANY WITH
R. W. Pillsbury, Bridge Engr P. R. Luckeroth, Bridge Engr W. S. Cross, Hwy Engr Trainee	Ellis Jones, Res Engr, OSHD Van Larson, Asst Res Engr, OSHD

REPORT PREPARED BY
R. W. Pillsbury, Bridge Engr

PROJECT INCLUDES

[x] GRADING AND DRAINAGE [x] BASE [x] PAVING [x] MAJOR STRUCTURES [x] OTHER (Specify) Signing

CONTRACTOR (Name and address)	CONTRACT AMOUNT
Montag and Workman P. O. Box 520 Canby, Oregon	$2,136,796.50
	PROJECT STATUS (% comp.) 46%

LOCATION
On the Eugene Interstate 105 Spur from Station 50+18 just north of the Willamette River to Station 91+00 some three block south of the river.

REPORT FORMAT: (1) SUMMARY OF FINDINGS: (2) RECOMMENDATION (INCLUDING NEEDED FOLLOWUP ACTION); (3) DETAILED REPORT OF INSPECTION.

(Part of a Statewide Inspection-in-Depth Series)

WILLAMETTE RIVER BRIDGE SECTION
EUGENE-SPRINGFIELD HIGHWAY (I-105)
Grading, Paving, Structures, and Signing

A. SCOPE OF INSPECTION

The inspection covered by this report is the first of a Statewide Inspection-in-Depth of Structural Concrete Operations. Although this construction project includes other work phases, this inspection was concerned only with the structural concrete work.

This inspection followed a prepared guideline which was completed and is on file in the Division office.

The first part of the inspection included a review of office records and field books covering items related to concrete work, i.e. pour records, materials reports, falsework drawings, etc. The

(more)

second part of the inspection was concerned with the concrete batch plant and its operation. The final part of the inspection covered the placement of concrete in a footing of the structure over the Florence-Eugene Highway, as well as inspecting falsework, formwork, and concrete previously placed for the Willamette River Bridge.

B. FINDINGS AND RECOMMENDATIONS

1. Findings

That procedures relating to structural concrete were generally very acceptable on this project and that as a result good quality concrete should be expected.

Recommendation

None.

2. Finding

That two concrete aggregate stockpiles were in contact with each other resulting in a contaminated area.

Recommendation

That the contaminated area be removed and the material be rejected and that care be excercised to keep the piles separated.

3. Finding

That the length of time between the introduction of water to the mix and the placement of the mix into the forms was not being checked.

Recommendation

That a procedure be adopted to measure the elapsed time per Article 404-3.5(f).

C. DISCUSSION

1. Resident Engineer's Office

The concrete and component material records were reviewed and found to be substantially complete. There were on file acceptable materials reports for

(more)

all materials incorporated into the work. Falsework plans for the Willamette River crossing were on file, had been reviewed, and appeared to represent the falsework as was constructed. Pour records, although scattered in several locations appeared complete.

There does not seem to be a procedure in effect which pulls together all of the information collected to document a concrete pour. The fact that it was made was noted in the diary. No mention was made that the forms were checked, nor was mention made of checking reinforcement steel, drains, conduit, etc., that is also required. The concrete supplied is documented by load tickets and the physical test data was recorded on the laboratory test request form prepared for concrete test cylinders. It would appear reasonable, therefore, to suggest that the State adopt a single form to cover all of these items. A form in the nature of a pour diary could have a check-off list to note that the items in the concrete have been checked and also show the computed, delivered and wasted yardages, test results, and other data gathered during a pour. It is suggested that such a form, or diary, be used instead of, not in addition to, some of the forms in use now. This suggestion is made not as a criticism of the project record keeping, but rather to formalize record keeping in general.

2. Batch Plant

The concrete was being batched by a local commercial ready-mix plant located a few miles north of the project. The batch plant is adjacent to a commercial aggregate supplier who provided the aggregates.

The batch plant is a fully automatic plant with electronic controls, bulk cement storage and a 4-CY turbine premixer. Aggregates are held in storage hoppers fed via a continuous belt by a front-end loader from adjacent stockpiles.

The coarse aggregate piles were noted to be in contact with each other, which has resulted in contamination of both piles. The contaminated area was near the rear of the piles and out of the way, but it should be removed. The loader operator appeared to be using adequate care in loading aggregates to avoid contamination from the ground.

(more)

3. Field Operation

The footing pour in progress was observed and found to be satisfactory.

Concrete work completed thus far on the larger Willamette River bridge appears to be very satisfactory.

Concrete curing as observed appears adequate.

Field testing of the footing pour in progress was observed and was satisfactory, both in methods and results.

One area needing improvement was the recording of the time consumed between when the water was added to the cement and when the concrete was discharged. Times were being recorded when the truck left the plant and when the load was dumped, which does not satisfy the specification, Article 404-3.5(f). On this particular project, where delivery time is very short this point loses some of its importance, but none the less it is important to keep such a record.

C. CONCLUSIONS

Work on this project is being carried on in a satisfactory manner. Most of the points listed are general in nature and involve procedures used on more than this one project. The points concerning the concrete aggregates, while not detrimental at this time should be corrected as soon as possible.

RECEIVED
OCT 11 1967
FOR FILING

Memorandum

I-105-4(113)197

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: October 11, 1967

In reply refer to: 08-35.6/439

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. F. B. Klaboe

FROM : G. R. Brooks, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-105-4(113)197
Willamette River Bridge Section
Inspection-in-Depth Report No. 35-67-EID-(10)18

6102

Attached is an inspection-in-depth report on Structural Concrete Operations recently made on this project. This is the first project inspection of a Statewide inspection-in-depth series.

We request that you advise this office of remedial actions taken or contemplated in connection with this report.

Enclosure
Inspection-in-Depth Report

Edwards
Merchant
Morgan
Young
10-18-67

w/enc.

Merchant
Dyer
Copy - Ben Dixon

RECEIVED
OCT 17 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM PR-[illegible] (REV. 10-65)

cc: [illegible]
Region (3 cys)
File 439
Wash DC thru Region
Admin Mgr

BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION-IN-DEPTH REPORT (PPM 20-6.1)

(Check appropriate one) [x] ORIGINAL INSPECTION REPORT [ ] FOLLOWUP REPORT

REGION	DIVISION	COUNTY	PROJECT NUMBER
8	Oregon	Lane	I-105-4(113)197

DATE OF INSPECTION	PHASE(S) INSPECTED
10-5-67	Structural Concrete Operations - Phase 10

INSPECTION MADE BY	IN COMPANY WITH
R. W. Pillsbury, Bridge Engr P. R. Luckeroth, Bridge Engr W. S. Cross, Hwy Engr Trainee	Ellis Jones, Res Engr, OSHD Van Larson, Asst Res Engr, OSHD

REPORT PREPARED BY
R. W. Pillsbury, Bridge Engr

PROJECT INCLUDES
[x] GRADING AND DRAINAGE [x] BASE [x] PAVING [x] MAJOR STRUCTURES [x] OTHER (Specify) Signing

CONTRACTOR (Name and address)	CONTRACT AMOUNT
Montag and Workman P. O. Box 520 Canby, Oregon	$2,136,796.50
	PROJECT STATUS (% comp.) 46%

LOCATION
On the Eugene Interstate 105 Spur from Station 50+18 just north of the Willamette River to Station 91+00 some three block south of the river.

REPORT FORMAT: (1) SUMMARY OF FINDINGS: (2) RECOMMENDATION (INCLUDING NEEDED FOLLOWUP ACTION); (3) DETAILED REPORT OF INSPECTION.
(Part of a Statewide Inspection-in-Depth Series)

WILLAMETTE RIVER BRIDGE SECTION
EUGENE-SPRINGFIELD HIGHWAY (I-105)
Grading, Paving, Structures, and Signing

A. SCOPE OF INSPECTION

The inspection covered by this report is the first of a Statewide Inspection-in-Depth of Structural Concrete Operations. Although this construction project includes other work phases, this inspection was concerned only with the structural concrete work.

This inspection followed a prepared guideline which was completed and is on file in the Division office.

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(more)

EDITION OF (8-64) IS USABLE

second part of the inspection was concerned with the concrete batch plant and its operation. The final part of the inspection covered the placement of concrete in a footing of the structure over the Florence-Eugene Highway, as well as inspecting falsework, formwork, and concrete previously placed for the Willamette River Bridge.

B. FINDINGS AND RECOMMENDATIONS

1. Findings

That procedures relating to structural concrete were generally very acceptable on this project and that as a result good quality concrete should be expected.

Recommendation

None.

2. Finding

That two concrete aggregate stockpiles were in contact with each other resulting in a contaminated area.

Recommendation

That the contaminated area be removed and the material be rejected and that care be excercised to keep the piles separated.

3. Finding

That the length of time between the introduction of water to the mix and the placement of the mix into the forms was not being checked.

Recommendation

That a procedure be adopted to measure the elapsed time per Article 404-3.5(f).

C. DISCUSSION

1. Resident Engineer's Office

The concrete and component material records were reviewed and found to be substantially complete. There were on file acceptable materials reports for

(more)

all materials incorporated into the work. Falsework plans for the Willamette River crossing were on file, had been reviewed, and appeared to represent the falsework as was constructed. Pour records, although scattered in several locations appeared complete.

There does not seem to be a procedure in effect which pulls together all of the information collected to document a concrete pour. The fact that it was made was noted in the diary. No mention was made that the forms were checked, nor was mention made of checking reinforcement steel, drains, conduit, etc., that is also required. The concrete supplied is documented by load tickets and the physical test data was recorded on the laboratory test request form prepared for concrete test cylinders. It would appear reasonable, therefore, to suggest that the State adopt a single form to cover all of these items. A form in the nature of a pour diary could have a check-off list to note that the items in the concrete have been checked and also show the computed, delivered and wasted yardages, test results, and other data gathered during a pour. It is suggested that such a form, or diary, be used instead of, not in addition to, some of the forms in use now. This suggestion is made not as a criticism of the project record keeping, but rather to formalize record keeping in general.

2. Batch Plant

The concrete was being batched by a local commercial ready-mix plant located a few miles north of the project. The batch plant is adjacent to a commercial aggregate supplier who provided the aggregates.

The batch plant is a fully automatic plant with electronic controls, bulk cement storage and a 4-CY turbine premixer. Aggregates are held in storage hoppers fed via a continuous belt by a front-end loader from adjacent stockpiles.

The coarse aggregate piles were noted to be in contact with each other, which has resulted in contamination of both piles. The contaminated area was near the rear of the piles and out of the way, but it should be removed. The loader operator appeared to be using adequate care in loading aggregates to avoid contamination from the ground.

(more)

3. Field Operation

The footing pour in progress was observed and found to be satisfactory.

Concrete work completed thus far on the larger Willamette River bridge appears to be very satisfactory.

Concrete curing as observed appears adequate.

Field testing of the footing pour in progress was observed and was satisfactory, both in methods and results.

One area needing improvement was the recording of the time consumed between when the water was added to the cement and when the concrete was discharged. Times were being recorded when the truck left the plant and when the load was dumped, which does not satisfy the specification, Article 404-3.5(f). On this particular project, where delivery time is very short this point loses some of its importance, but none the less it is important to keep such a record.

C. CONCLUSIONS

Work on this project is being carried on in a satisfactory manner. Most of the points listed are general in nature and involve procedures used on more than this one project. The points concerning the concrete aggregates, while not detrimental at this time should be corrected as soon as possible.

I-105-4(113)197

10 6985

Form B-206—SM

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date Oct 11 1967 By [signature] Dist. Engineer
Title

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

U.S. Bureau of Public Roads

Project Name Willamette River Bridge — Date October 4, 1967

Highway Eugene-Springfield — Contract No. 6985

County Lane — Prefix 620-1032

Contractor C. J. Montag & Sons, Inc. & Workman Constr. Co. — F. A. Project No. I-105-4(113)197

Address 7805 N.E. Halsey Street — Order No. 1 (Supplementary)

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

State's share of flagging on this project.

Location by station numbers:

Throughout project.

NOTED
F. B. KLABOE

Estimate of quantities and cost:

Labor $3,500.00
(Original Estimate). . . 500.00

Additional amount required . . . $3,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Flagging is required for the safety and convenience of the traveling public during construction operations. This is an anticipated item in the project authorization. This additional request has been found necessary to accommodate the exceedingly heavy traffic on Delta Highway.

1. Maximum equipment rental rates allowable as per A.G.C. agreement.
2. Percentage (60%) allowed contractor is in accordance with executed contract for this project. Work started 8-7-67.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$2,437,083.56
Present estimate of project cost, including $3,000.00 for work under this order	$2,360,758.05
Expected under-run amount	$76,325.51
Expected under-run per cent	3.13%

Space to right of this line is for use of Salem Office

Submitted by: /s/ E. H. Jones, Resident Engineer

Approval Recommended: /s/ Alfred A. Rear, for Bridge Engineer

Approval Recommended: /s/ John Quiner II, Ass't. Division Engineer

Approved: /s/ L. H. Young, Deputy State Highway Engineer
Jowia 11-28-67

SP*23877-794

RECEIVED
SEP 27 1967

UNITED STATES GOVERNMENT

Memorandum

I-105-4(113)197

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

6985

DATE: September 25, 1967

In reply refer to: 08-35-EC/550.1
XRef: I-105-4(113);SU-441(7)
I-80N-2(34)

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Consulting Engineers - Steel Inspection

Confirming our advance verbal approval, the following consulting engineer agreements are approved, as requested by Mr. Merchant's August 3, 1967 letters:

Project	Consultant	Approval Date
I-105-4(113)197	Pittsburgh Testing Laboratory	June 19, 1967
I-80N-2(34)38	Hermann Adalist & Associates	May 30, 1967
SU-441(7)	Pittsburgh Testing Laboratory	June 19, 1967

#6985
#6976
#6946

Copy - Merchant
Yours
Monroe
9-28-67

RECEIVED
SEP 27 1967
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 18 1967

I-105-4(113)197
6985

August 18, 1967

5979

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Your File 08-35-DA
Oregon Project I-105-4(113)197
Willamette River Bridge Section
Price Agreement No. 7

Dear Sir:

The additional special backfill and structural excavation at Bents No. 3 and 4 of the Willamette River Bridge, as covered by the subject price agreement, was deemed advisable and necessary due to the inadequate protection offered by the existing riverbed material.

The transient nature of the thin layer (two to three feet) of the existing river gravel over the underlying tuff, and the possible erosion of the tuff due to the effect of the bridge columns in the river current, required that riprap backfill be placed to reinforce the areas subject to possible scour effect by eddy currents caused by the columns.

Future price agreements and extra work orders will be accompanied by sufficient narrative and documentation to present a full understanding of the need for the order.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant
L. H. Young

RWE:mb ja

UNITED STATES GOVERNMENT

Memorandum

Edwards

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: August 10, 1967

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-105-4(113)197
Willamette River Bridge Section
Price Agreement No. 7

Your August 7 letter transmitted subject price agreement for additional special backfill and structural excavation to prevent possible scouring at Bents 3 and 4 of the Willamette River Bridge. Before we approve and return the price agreement, we feel that additional narrative is necessary to document the need for and circumstances surrounding the change.

We hope there is not a growing general tendency toward decreasing the narratives and documentation accompanying your price agreements and extra work orders. Even though our engineers may have discussed and fully understand the need for a given order, sufficient narrative should be submitted with each order so as to allow persons unfamiliar with the field conditions to comprehend the problem and action taken.

Copy - Young
Glen Giles

Merchant
Eldredge

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM AUG 14 1967 PM
7,8,9,10,11,12,1,2,3,4,5,6

RECEIVED
AUG 11 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 18 1967

I-105-4(113)197

UNITED STATES GOVERNMENT

Memorandum

6985

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

cc Edwards & Deobler

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
477 Cottage Street NE.
Salem, Oregon 97301

DATE: August 9, 1967

In reply refer to: 08-35-DA

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-5-4(54)197
Beltline Road Interchange
Oregon Project I-105-4(113)197
Willamette River Bridge Section

By July 28 letter, Mr. Merchant requested that we approve a change to strengthen the median barrier on the three structures of subject projects consistent with the recommendations contained in the AASHO "Yellow Book."

We concur in the proposal and hereby give tentative approval for such changes. We have been somewhat concerned about the planned 10-foot median on the Willamette River Bridge Section, particularly across the main structure on the 9 degree curve and recommend that you give special consideration to the use of the narrow concrete median barrier mentioned in Mr. Merchant's letter.

NOTED
F. B. KLABOE

RECEIVED
AUG 11 1967
OFFICE
STATE HIGHWAY ENGR.

copy to Morgan
8-14-67

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 23 1967
FOR FILING

I-105-4(113)197
6995

Agenda 4K

August 2, 1967

MISC. CONTRACTS and AGREEMENTS No. 3396

Pittsburgh Testing Laboratory
P. O. Box 1646
Pittsburgh, Pennsylvania 15222

Gentlemen:

Enclosed for your files is a fully executed copy of an agreement to inspect steel for structures on the Willamette River Bridge Section of the Eugene-Springfield Highway in Lane County.

When you have determined the name of the Consultant's agent, to be stated in Paragraph 20, Page 8, please let us know, so that we may enter it in our copy of the agreement.

A fully executed copy of this agreement has been retained for the Commission's files.

Very truly yours,

Floyd Ouery, Secretary
OREGON STATE HIGHWAY COMMISSION

lmr
Enc.

cc: I. D. Merchant
Attn: C. A. Gardner
(8 Xerox Copies)

FORM E-123

RECEIVED
AUG 1 1967

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

I-105-4(113)197
1975

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

July 28, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Attention: Mr. Roy Tokerud

Subject: Willamette R. Br. No. 8966
Eugene-Springfield Hwy. O'xing
Florence-Springfield Hwy.
Br. No. 9572

Willamette River Br. Sec.
Eugene-Springfield Hwy., I-105
Lane County
Contract No. 6985

Belt Line Road Interchange
Pacific Highway
Lane County
Contract No. 6938

Gentlemen:

Consistent with the February 1967 AASHO Traffic Safety Report, we intend to strengthen the median barrier on the above projects which are already under contract. This will be done either by reducing the post spacing to 6'3" or using a concrete median similar to that shown in Figure 12 of the above-mentioned report.

We hereby request that you approve the extra work involved contingent on a reasonable negotiated price being obtained from the contractor. Appropriate details will be furnished as they become available.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

RECEIVED
JUL 31 1967
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

LLW:mb
cc: Tom Edwards
L. H. Young
C. H. Maison

FORM S-122

RECEIVED
OCT 1967

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

I 5-4(113)197
6115

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

July 28, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Attention: Mr. Roy Tokerud

Subject: Willamette R. Br. No. 8966
Eugene-Springfield Hwy. O'xing
Florence-Springfield Hwy.
Br. No. 9572

Willamette River Br. Sec.
Eugene-Springfield Hwy., I-105
Lane County
Contract No. 6985

Belt Line Road Interchange
Pacific Highway
Lane County
Contract No. 6938

Gentlemen:

Consistent with the February 1967 AASHO Traffic Safety Report, we intend to strengthen the median barrier on the above projects which are already under contract. This will be done either by reducing the post spacing to 6'3" or using a concrete median similar to that shown in Figure 12 of the above-mentioned report.

We hereby request that you approve the extra work involved contingent on a reasonable negotiated price being obtained from the contractor. Appropriate details will be furnished as they become available.

Very truly yours,

RECEIVED
JUL 31 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Ivan D. Merchant
Bridge Engineer

NOTED
TOM EDWARDS

LLW:mb
cc: Tom Edwards
L. H. Young
C. H. Maison

RECEIVED
JUL 17 1967
FOR FILING
I-5-4(113)177
6985

July 14, 1967

Oregon State Highway Commission

Gentlemen:

Steel for the structures for the Willamette River Bridge Section of the Eugene-Springfield Highway in Lane County, Contract No. 6985, is being purchased by the contractor after fabrication by the Western Steel Company, Salt Lake City, Utah. Inspection of the material and fabrication practices is necessary at the plant site and, in common with our present practice, we plan to engage a consultant firm to do this work.

Pittsburgh Testing Laboratory has made an offer of inspection services for the unit price of $5.45 per ton with a total guaranteed top limit of $2,368.

We have received the approval of the Bureau of Public Roads for this work.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

This matter will be on the agenda for your consideration at the July 24 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison
L. R. Chandler

CAG:ew fn

RECEIVED
JUN 12 1967
COMMISSIONERS
FOR FILING
GLENN L. JACKSON, CHAIRMAN, MEDFORD
KENNETH N. FRIDLEY, MEMBER, WASCO
DAVID B. SIMPSON, MEMBER, PORTLAND
I-105-4 (113) 197
105

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 8, 1967

Eugene Water and Electric Board
PO Box 1112
Eugene, Oregon 97401

ATTENTION: Mr. C. H. Strong
Chief Engineer

Re: Accommodation for Power Line Adjustment
Willamette River Bridge
Eugene-Springfield Highway
Lane County
Project No. I-105-4 (113) 197

NOTED
KLARQF

Dear Sir:

Reference is made to the meeting held in your offices on June 2, 1967, at which time we presented for your consideration the conditions set forth by the Bureau of Public Roads for the accommodation of your facilities within the Willamette River Bridge on the subject project. A copy of the memo for this meeting and the Bureau of Public Roads letter of May 19, 1967, are enclosed for your information.

Certain decisions must be made by the Eugene Water and Electric Board before any further steps can be taken to accommodate your facilities within the structure.

First the Board must decide whether or not they can meet the conditions set forth in the BPR letter for the installation within the structure upon its completion.

The limits of the condition set forth in paragraph 1) b) of the BPR's letter would be from the Country Club Road on the north to First Avenue on the south, with the exception of the transmission line crossing at Clark Street, and from the alley east of Washington to the alley west of Jefferson on the south side of the river.

The limits of the condition set forth in paragraph 1) b) would be no aerial crossing of the river from 1000 feet easterly (upstream) of the structure to 1000 feet westerly (downstream) of the structure.

Should the Board accept the conditions of paragraph 1) a), b) and c) of the BPR's letter, the State could participate in your underground installation in an amount equal to the cost of replacement-in-kind of the reimbursible aerial conflict.

If the Board elects to request only the utility holes at this time, all the cost, including the cost of installing the utility holes, would be at EWEB's expense. Furthermore, this action may require additional BPR approval. In this event the State would consider its obligationsfulfilled by its participation in the overhead adjustment of your facilities.

We respectfully await the Board's decision in this matter.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

JMC:ss

cc: F. B. Klaboe
A. W. Parsons
L. R. Chandler
C. H. Maison
Ivan Merchant
Ellis Jones
John Holcomb

RECEIVED
JUN 9 1967
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-20 SOM 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

June 8, 1967

To: MEMO TO FILES

SUBJECT: Eugene Water & Electric Board
Accommodation for Power Line
Adjustment
Willamette River Bridge Section
Eugene-Springfield Highway
Lane County
Project No. I-105-4 (113) 197

A meeting was held in the offices of the Eugene Water and Electric Board at 10:00 a.m. on June 2, 1967, to discuss the proposed accommodation of power line facilities within the Willamette River Bridge on the subject project. Those in attendance were as follows:

Charles H. Strong, Chief Engineer, EWEB
James P. Howell, Chief Electrical Engineer, EWEB
Melvin D. Damewood, Electrical Distribution Engr., EWEB
Lloyd D. Lindly, Engineering Technician, EWEB
John H. Girvin, Ass't. Engineering Coordinator, BPR
John J. Hegmann, Area Engineer, BPR
Jerry E. Backstrand, Design Engineer, OSHD
Jess F. Jones, Utility Auditor, OSHD
Phil G. Preston, Utilities Office Engineer, OSHD
Jack M. Cartwright, Utilities Office Engineer, OSHD
John E. Holcomb, Field Utilities Liaison Engineer, OSHD

The meeting was opened by Mr. Cartwright distributing copies of the BPR Memorandum of May 19, 1967, which set forth the conditions under which the BPR would consider the accommodation of power line facilities within the Willamette River Bridge for esthetics. (Copy of this memorandum is attached). Mr. Preston reviewed the event that had taken place leading up to the Memorandum. Mr. Girvin explained the conditions set forth in the memorandum, one of which requires that EWEB agree that no aerial facilities would be placed within a given area in the future.

Mr. Strong stated that he wished to make it clear to everyone present that the Board is not now or in the very near future in a position to place all facilities within this area underground, but he felt that the facilities within the area would go underground within the foreseeable future and at that time they feel there should be

room on the structure for them to place such underground facilities. Mr. Strong also stated that the planning commission is making a study of this area, which at present amounts to no more than lines on paper. If a development is made, that would influence the facilities placed underground at this time, they would be extremely reluctant to have to dig them up at a later date. Mr. Girvin stated that he felt that EWEB should be willing to agree, on an esthetical basis, that when their facilities are placed within the utility holes in the structure all aerial facilities would be removed within a given area or radius surrounding the structure.

Mel Damewood explained to everyone in attendance that this feeder line must be replaced prior to next winter and that it was quite doubtful in his mind that the bridge construction would be completed to an extent that would allow placing of EWEB's facilities within the structure. A short discussion was held between Mr. Howell and Mr. Strong as to the possibility of a temporary reroute to replace the river crossing. Mr. Strong said they would consider this possibility.

Mr. Girvin pointed out in this particular case the Bureau's policy on replacing the reimbursible overhead facilities would be to apply the overhead reimbursible cost toward the newly installed underground facilities which would take the place of said aerial facilities. He went on further to explain that if EWEB did not find it practical to go underground at this time that it was doubtful if this participation could be applied to underground installations at a future date.

Mr. Backstrand explained that the estimate of cost for additional work in installing the utility holes on the structure would be about $2500. Mr. Cartwright asked Mr. Strong that if EWEB found they could not meet the BPR conditions at this time would they be willing to pay the cost of installing the utility holes in the structure. Mr. Strong replied that he felt the Board would be willing to incur such an expense. Mr. Cartwright explained the "ifs" and "ands" of participating in the various costs involved in such a project and answered the questions of Mr. Strong and Damewood. He also explained that if EWEB agreed to go underground upon completion of the structure, the State and the Bureau could possibly participate in the cost of the installing the utility holes within the structure. This would have to be studied.

Mr. Girvin explained that he was under the impression that the Board, in a section of the City immediately south of this project, had already placed its facilities completely underground. Mr. Holcomb explained that he believed what he was referring to was the statement he had made to him in a phone conversation that the entire downtown metropolitan area of the City had already been placed underground and that no aerial facilities exist at this time. Mr. Holcomb also explained that the EWEB had shown him various studies being made to determine the feasibility of placing other sections of the City underground. Mr. Strong elaborated on this subject and explained that the adjacent area had been studied by the Board and it had been determined that the costs would be too extensive. He did not doubt that within the foreseeable future underground facilities could be placed in this area.

Mr. Damewood presented a map that showed the proposed shopping center north of the river and west of the Delta Freeway. He indicated that their tentative plans were to place their facilities underground throughout the shopping center area. This area would then meet the conditions set forth in paragraph 1) a) of the BPR's letter.

Mr. Girvin explained that the Bureau would not approve any underground facility unless it was consistent with the beautification policy for placing existing facilities underground throughout the area. In other words, the BPR would only approve the placement of facilities within the bridge and going underground in this area if everything in the surrounding area was also placed underground. He did not feel it fair to place the facility underground with the extra expense involved and have adjacent facilities still above ground.

A discussion then took place between the BPR, the State and EWEB to determine the limits of the area which the Board would be expected to place all facilities underground.

After this discussion, which involved nearly everybody at the meeting, Phil Preston conducted a review.

Mr. Girvin agreed that it seemed practical to him, if EWEB would agree, to place their distribution underground from the Country Club Road on the north to First Avenue on the south with the exception of the transmission crossing at Clark Street.

Mr. Girvin explained that a number of other utility companies have applied for the placement of utilities on interstate structures under the current AASHO Policy on Accommodation of Utilities on the National System of Interstate and Defense Highways and have been turned down. An example was the request by the City of West Linn to place a water line facility on the I-205 structure crossing the Willamette River at West Linn. He said that West Linn had submitted a cost estimate which apparently backed up the contention that it would be a considerable saving to the patrons of the water district. However, the Washington office of the BPR refused to consider this as an exceptional hardship and therefore had refused to allow the installation. He explained that the accommodations of EWEB on this facility is the first of its kind in the entire nation and the question of esthetics as well as the extra cost involved may have a bearing upon such accommodations in the future.

A discussion was held on the amount of time remaining before final decisions must be made. This was estimated by Mr. Backstrand to be about 60 days. This would provide enough time for the establishment for a price agreement with the State's contractor and a change in plans for the structure.

The meeting was adjourned at 10:50 a.m.

Jack M. Cartwright
Utilities Office Engineer

JMC:ss

cc: Charles H. Strong, EWEB
John H. Girvin, BPR
L. L. Wallace
J. E. Backstrand
John E. Holcomb

Form CD-121
(11-63)
(Proc. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

KLABOE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
~~U.S. DEPARTMENT OF COMMERCE~~
~~BUREAU OF PUBLIC ROADS~~
Bureau of Public Roads
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 19, 1967

In reply refer to: 08-35-EC/404

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project I-105-4(113)197
Eugene Water & Electric Board Adjustment
Accommodation of Utilities on Structures

Mr. Preston's February 16, 1967 letter requested our consideration of including the subject utility's high voltage lines within the Willamette River Bridge for esthetics. This request was approved by our Washington office subject to the following:

1) We receive and approve a commitment from the utility company that:

   a) The entire section of existing aerial facility parallel to the interstate location will be converted underground within the near future.

   b) Any proposed future crossing will not conflict esthetically with the intent of this approval.

   c) The utility will bear all costs of including these lines within the structure less the cost of a replacement-in-kind of the reimbursable aerial portion of the work.

2) We receive and approve a change order placing the appropriate openings and manholes within the structures similar to that discussed at our January 24, 1967 meeting. (Mr. Cartwright's January 26 memorandum to the files)

NOTED
B. KLABOE

3) The installation will comply with the National Electric Safety Code.

4) Utility access to the lines be provided from other than the interstate main lanes.

For your convenience we are attaching a copy of Mr. Swick's May 15, 1967 memorandum.

5-24-67
REFERRED TO
Young - Preston
BY ASST. STATE HWY. ENGR.
Fitchpatrick - Beckham

Routing

Morgan	Pease
Decker	Moreland
Bond	Trout
Walker	Scott
Glenn	Wills
Swan	Litchfield
	Olson

RECEIVED
MAY - 1967
CONSTRUCTION
DIVISION

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form 08-121 (11-63) (Prescribed by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
[redacted] U.S. DEPARTMENT OF COMMERCE
[redacted] BUREAU OF PUBLIC ROADS
Bureau of Public Roads
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 25, 1967

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-105-4(113)197
Willamette River Bridge Section
State Force Orders Nos. 3, 4 and 5

Returned herewith without action are subject State force orders for temporary illumination, temporary traffic signals and temporary signs. Confirming recent discussions with your Bridge Division office and field representatives, we are unable to approve these orders for Interstate participation because they are necessary due to contract scheduling and are of a temporary nature to handle primarily the traffic utilizing the temporary ramps at 1st Avenue and the completed section for the interim period until completion of the adjacent proposed project to 6th and 7th Avenues.

Enclosure

REFERRED TO
Edwards
BY ASST. STATE HWY. ENGR.

NOTED
TOM EDWARDS

Copy - Merchant (w/ enc.
Young
6-1-67
Gen Dev
6-7-67
NOTED
F B Clarke

Morton
Design

RECEIVED
JUN 2
[illegible]

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-108—5M

OREGON STATE HIGHWAY DEPARTMENT G1-P

Order for State Force Work

APPLYING TO CONTRACT PROJECTS Order No. 3

Project Name Willamette River Bridge Date May 3, 1967

Highway Eugene-Springfield Contract No. 6985 F. A. Project No. I-105-4(113)197

County Lane Prefix 620-1032 Account No. 274-03

Description of Work To Be Done:

Temporary Illumination.

Location by Station Numbers:

Vicinity of 1st Avenue intersection of Washington and Jefferson Streets.

Estimate of Quantities and Costs:

Lump Sum $2,000.00

Explanation:

This is an anticipated item in the project authorizatinn.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 2,437,083.56
Present estimate of project cost, including $ 2,000.00 for work under this order	$ 2,340,000.22
Expected under-run (amount)	$ 97,083.34
Expected under-run (per cent)	3.98%

Space to right of this line is for use of Salem Office

Submitted by: /s/ E. H. Jones, Resident Engineer

Approval Recommended: /s/ Alfred A. Rear for Bridge Engineer

Approval Recommended: /s/ J. B. Boyd, Asst. Division Engineer

Approved: /s/ L. H. Young, Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

Form A-105—5M 5

G1-P

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 4

Project Name Willamette River Bridge Date May 3, 1967

Highway Eugene-Springfield Contract No. 6985 F. A. Project No. I-105-4(113)197

County Lane Prefix 620-1032 Account No. 274-04

Description of Work To Be Done:

Temporary Traffic Signals.

Location by Station Numbers:

Vicinity of 1st Avenue intersection of Washington and Jefferson Streets.

Estimate of Quantities and Costs:

Lump Sum $3,000.00

Explanation:

This is an anticipated item in the project authorization.

Maintenance of traffic signals to be charged to this order during the life of this job only.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 2,437,083.56
Present estimate of project cost, including $ 3,000.00 for work under this order	$ 2,340,000.22
Expected under-run (amount)	$ 97,083.34
Expected under-run (per cent)	3.98%

Space to right of this line is for use of Salem Office

Submitted by: /s/ E. H. Jones, Resident Engineer

Approval Recommended: /s/ Alfred A. Rear, Construction Engineer or Bridge Engineer for

Approval Recommended: /s/ J. B. Boyd, Asst. Division Engineer

Approved: /s/ L. H. Young, Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

Form A-105—5M 5

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

G1-P

APPLYING TO CONTRACT PROJECTS

Order No. 5

Project Name Willamette River Bridge Date May 3, 19 67

Highway Eugene-Springfield Contract No. 6985 F. A. Project No. I-105-4(113)197

County Lane Prefix 620-1032 Account No. 274-05

Description of Work To Be Done:

Temporary Signs

Location by Station Numbers:

Throughout Project

Estimate of Quantities and Costs:

Lump Sum $3,000.00

Explanation:

This is an anticipated item in the project authorization.

Work started May 3, 1967

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$2,437,083.56
Present estimate of project cost, including $3000.00 for work under this order	$2,340,000.22
Expected under-run (amount)	$ 97,083.34
Expected under-run (per cent)	3.98%

Space to right of this line is for use of Salem Office

Submitted by: /s/E.H. Jones
Resident Engineer

Approval Recommended: /s/Alfred A. Rear
~~Construction Engineer or~~ for Bridge Engineer

Approval Recommended: /s/J.B. Boyd
Ass't. Division Engineer

Approved: /s/L.H. Young
~~Deputy State Highway Engineer,~~ ~~Assistant State Highway Engineer or~~ Office Engineer.

State Printing

MAY - 1 1967

I-105-4(113)197

Form CD-21 (11-63) (Prns. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

KLABOE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
~~U.S. DEPARTMENT OF COMMERCE~~
~~BUREAU OF PUBLIC ROADS~~
Bureau of Public Roads
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 19, 1967

In reply refer to: 08-35-EC/404

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project I-105-4(113)197
Eugene Water & Electric Board Adjustment
Accommodation of Utilities on Structures

Mr. Preston's February 16, 1967 letter requested our consideration of including the subject utility's high voltage lines within the Willamette River Bridge for esthetics. This request was approved by our Washington office subject to the following:

1) We receive and approve a commitment from the utility company that:

   a) The entire section of existing aerial facility parallel to the interstate location will be converted underground within the near future.

   b) Any proposed future crossing will not conflict esthetically with the intent of this approval.

   c) The utility will bear all costs of including these lines within the structure less the cost of a replacement-in-kind of the reimbursable aerial portion of the work.

2) We receive and approve a change order placing the appropriate openings and manholes within the structures similar to that discussed at our January 24, 1967 meeting. (Mr. Cartwright's January 26 memorandum to the files)

NOTED
B. KLABOE

3) The installation will comply with the National Electric Safety Code.

4) Utility access to the lines be provided from other than the interstate main lanes.

For your convenience we are attaching a copy of Mr. Swick's May 15, 1967 memorandum.

5-24-67
REFERRED TO
Young - Morgan
BY ASST. STATE HWY. ENGR
Litchfield - Woodhead

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Mr. B. M. French, Regional Federal Highway
Administrator
3-00.7 Portland, Oregon
E. H. Swick

MAY 15 1967
39-30

E. H. Swick, Director of Right-of-Way and Location
Washington, D. C.

Oregon I-105-4(113)197 - Accommodation o..
Major Stream Crossing - Aesthetics
(Reference: Mr. H. B. Stanley's February 27, 1967, memorandum)

We concur in your recommendation for approving the [illegible]'s request for installing the Eugene Water and Electric Board's 12-KV electrical distribution lines on the Interstate 105 bridge over the Willamette River as an extreme case exception under the AASHO policy for accommodating utilities. Our concurrence is given with the following understandings:

(1) The entire section of the existing aerial lines to be relocated by reason of the proposed freeway construction will be converted underground, not just that portion on the bridge.

(2) The utility will bear the added costs of burying the lines, i.e., those costs in excess of a replacement-in-kind as an aerial facility.

(3) The installation will comply with the National Electric Safety Code and a means of utility access to the lines will be provided from other than the Interstate main lanes (on the bridge and its approaches) along the lines indicated by the Assistant Division Engineer.

This matter has been discussed with the Bridge Division of the Office of Engineering and Operations which concurs in the above.

cc: Mr. C. M. Williams

OREGON DIVISION
MAY 18 1967
RECEIVED

Form A-105—5M

OREGON STATE HIGHWAY DEPARTMENT

G1-P.

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 6

Project Name Willamette River Bridge Date May 15, 1967

Highway Eugene-Springfield Contract No. 6905 F. A. Project No. I-105-4(113) 177

County Lane Prefix 620-1032 Account No. 205-06

Description of Work To Be Done: Relocation and adjustment of Eugene Water and Electric Board's facilities in conflict with the Willamette River-1st. Avenue Section referred to as Unit "A" on the estimate forms.

Location by Station Numbers:

"LP" 86+00 to "CR" 49+90

Estimate of Quantities and Costs:

Est. Power Charges	$ 8,105.30
Est. 69 KV Charges	1,226.00
Est. 1st. Avenue W. Charges (For Posture)	2,727.00
Total	$12,058.30

Explanation: This item included in Project Authorization. See attached estimate and sketch.

Work started April 13, 1967.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 2,457,000.00	Space to right of this line is for use of Salem Office
Present estimate of project cost, including $ 12,058.30 for work under this order	$ 2,340,000.00	
Expected [redacted] over-run (amount)	$ 77,000.00	
Expected [redacted] over-run (per cent)	3.9%	

Submitted by: [signature] Resident Engineer

Approval Recommended: [signature] Construction Engineer / Bridge Engineer

Approval Recommended: [signature] Division Engineer

Approved: [signature] Deputy State Highway Engineer, Assistant State Highway Engineer, Office Engineer.

State Printing

STATE COPY

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date MAY 10 1967 By [signature] Engineer
Title U.S. Bureau of Public Roads

Form A-105—3M

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

"TO BE CHARGED TO CONSTRUCTION ENGR."

APPLYING TO CONTRACT PROJECTS

Order No. 1

Project Name Willamette River Bridge Date May 2, 19 67

Highway Eugene-Springfield Contract No. 6985 F. A. Project No. I-105-4(113)197

County Lane Prefix 620-1032 Account No. 900-01

Description of Work To Be Done:

Move portable field office from the Brockway Maintenance Yard to the jobsite at Willamette River Bridge section.

Location by Station Numbers:

Estimate of Quantities and Costs:

Estimated moving cost $400.00

NOTED
F. B. KLABOE

Explanation:

Field office for the Engineering Crew.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$2,437,083.56	
Present estimate of project cost, including $400.00 for work under this order	$2,340,000.22	
Expected under-run (amount)	$97,083.34	
Expected under-run (per cent)	3.98%	

Submitted by: /s/ E. H. Jones, Resident Engineer

Approval Recommended: /s/ Alfred A. Rear, for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ J. B. Boyd, Asst. Division Engineer

Approved: /s/ L. H. Young, Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

FORM E-123X 50M 7-65

RECEIVED

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
BEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-105-4(113)197

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 24, 1967

Eugene Water and Electric Board
P.O. Box 1112
Eugene, Oregon 97401

ATTENTION: Mr. C.H. Strong

Re: Power Line Adjustment
Willamette River Bridge Section
Eugene-Springfield Highway
Lane County
Project No. I-105-4(112)197

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of April 10, 1967, have been approved by the State and the Bureau of Public Roads. This will confirm our verbal authorization to proceed with the work as of April 12, 1967.

Reimbursement for the work performed on or subsequent to April 12, 1967 will be made subject to the provisions of PPM 30-4 dated October 15, 1966 upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in the bill.

Very truly yours,

F.D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T.W. Litchfield
Utilities Liaison Engineer

JMC:sg
cc: F.B. Klaboe
A.W. Parsons
L.H. Young
C.H. Maison
L.R. Chandler
Ellis Jones
D.J. Sage
J.E.Holcomb

RECEIVED
APR 25 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 26 1967

FORM E-30 SOH 10-65 SP-23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 24, 1967

FOR FILING
I-5-4(112)197
6916

To: MEMO TO FILES

SUBJECT: 7th St.-Willamette R. Sec.
Eugene-Springfield Hwy. I-105

Handling of Traffic During Construction

In regard to the forthcoming meeting with Mr. Don Allen, Director of Public Works, City of Eugene, scheduled for April 25, 1967, the above-mentioned matter has been discussed recently with Mr. Tom Edwards, Assistant Highway Engineer, Mr. Ivan Merchant, Bridge Engineer and Mr. Bob Schroeder, Assistant Traffic Engineer.

In the way of general information, the following items pertain:

1. The balance of subject project, which extends from First Avenue to 7th Avenue, will be under contract by November 1, 1967 as per our most recent schedule.

2. The existing contract calls for temporary connections to First Avenue in order to open the first section of subject project to traffic by August 15, 1968.

3. The 5,000 ADT on 5th Avenue precludes closing of this street. It is proposed that parking (presently allowed) will be eliminated and one lane of traffic on each side of the railroad tracks be kept open.

4. Due to the heavy volume of traffic on Washington and Jefferson Streets, no closure will be proposed for these streets. The cost of remodeling the traffic control devices for any extensive detour would approximately offset the additional falsework costs to keep the streets open.

5. The contractor will be required to complete certain portions of the structures by August 15, 1968 in order to remove all restrictions to traffic prior to opening the first section of subject project. The opening of said section will increase the volume of traffic which now exists on Washington and Jefferson Streets.

NOTED
TOM EDWARDS

The more specific items discussed with the above-mentioned personnel are as follows:

1. First Avenue Structure - The proposed construction clearance clearance is 14'-6" vertical and 30'-0" horizontal. Contractor will be allowed to restrict traffic for 7 months.

2. Fifth Avenue Structure - The proposed construction clearance is 21'-0" vertical by 34'-0" horizontal, which provides for one 12' lane each side of train traffic with 10' being the train width dimension. Contractor will be allowed to restrict traffic for 7 months.

* 3. Washington Avenue and Jefferson Ave. Ramps - The proposed construction clearance is 14'-6" vertical and 30'-0" horizontal.

* 4. 6th Avenue Overcrossings - The proposed construction clearance is 14'-6" vertical and 30' horizontal.

*The contractor will be allowed to restrict traffic for four months at each of these locations with a limit of 8 calendar months for the 4 crossings.

As every effort is being made to make this entire project an aesthetically pleasing one, it is felt that these traffic restrictions are warranted, particularly in view of the necessity for curved box girders for the Washington and Jefferson Avenue Ramps.

L. L. Wallace
Chief Bridge Design Engineer

LLW:mb
cc: Tom Edwards
Bob Schroeder
A. A. Rear
T. G. Thompson

RECEIVED
APR 25 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 20 1967

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
Bestows
KENNETH H. FRIDLEY, MEMBER
Baker
DAVID B. SIMPSON, MEMBER
Portland
FLOYD QUERY, SECRETARY
Salem

J-105-4(113) 17
6985

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
State Highway Engineer
R. L. PORTER
Deputy State Hwy. Engr.
G. E. ROHDE
Chief Counsel

April 19, 1967

C. J. Montag & Sons, Inc. and
Workman Construction Co.
7805 N. E. Halsey Street
Portland, Oregon 97213

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 6985 for grading, paving, structures and signing on the Willamette River Bridge Section of the Eugene-Springfield Highway in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

win

Encl.

cc Glens Falls Insurance Company

United Pacific Insurance Company

Edward C. Larkins Agency, Inc.
Woodlark Building
Portland, Oregon

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

RECEIVED
APR 20 1967

Form GD-121 (11-63) Office of the A.G. 200-707

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

I-105-4(113)197

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 17, 1967

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project I-105-4(113)197
Willamette River Bridge Section
Grading, Paving, Structures and Signing

As requested in Mr. Young's letter of April 7, 1967 advising that all rights of way or rights of entry and access rights have been acquired for the above project, we hereby concur as of April 3, 1967 in the award of contract No. 6985 to C. J. Montag & Sons, Inc. and Workman Construction Co., of Portland, Oregon, low bidder in the amount of $2,136,796.50 at the March 23, 1967 bid opening.

REFERRED TO
Young
BY ASST. STATE HWY. ENGR
4-20-67

NOTE
F. B. KLA...

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-123

RECEIVED
APR 11 1967
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. ERIDLEY, MEMBER
DAVID B. SIMPSON, MEMBER
PORTLAND

I-105-4(112)197

6971

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 5, 1967

NOTED
F. B. KLABOE

Eugene Water and Electric Board
P. O. Box 1112
Eugene, Oregon 97401

Attention: Charles Strong

Re: Water Main Adjustment
Willamette River Bridge Section
Eugene-Springfield Highway
Lane County
Project No. I-105-4(112)197

Gentlemen:

Attached hereto please find a copy of a letter we sent you dated February 27, 1967, in connection with the above-titled subject. An additional conflict will need adjusting and it is as follows:

Item	Station	Dist. from C/L	Remarks
6" water main	86+20	190 ft. easterly	City Street
	93+85	175 ft. westerly	

The above additional conflict is also located on private property and therefore is fully reimbursable; therefore the information and instructions as set forth in our letter of February 27, 1967, apply to this conflict.

Very truly yours,

G. E. ROHDE
Chief Counsel

By Jack L. Sollis
JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:ja

cc: F. B. Klaboe
F. D. Morgan
Ted Litchfield (4)
John E. Holcomb
D. J. Sage
C. K. Ansell
G. W. Ross
C. H. Maison
L. R. Chandler

RECEIVED
APR 5 1967
OFFICE OF
STATE HIGHWAY ENGINEER

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 6, 1967

Northwest Natural Gas Company
P.O. Box 986
Eugene, Oregon 97401

ATTENTION: Mr. James Sahr, Engineer

Re: Preliminary Right of Way Map
7th Avenue-Willamette River Section
Eugene-Springfield Highway
Lane County

Gentlemen:

Enclosed you will find two prints of the preliminary right of way map, our File No. 8B-34-14, on the above-subject project. The present tentative schedule calls for opening of bids on September 7, 1967 on the 7th Ave.-1st Ave. Section. The Bridge to 1st Avenue section is advertised for the March 23 bid opening.

It is the obligation of the State to reimburse the Utility for the cost of adjusting, relocating, or removing its facilities which are located on private property. If you have such facilities and the enclosed information is sufficient, please prepare an estimate and sketch map in accordance with PPM 30-4 dated October 15, 1966.

This estimate and sketch should be submitted to Mr. J.E. Holcomb, Field Utilities Liaison Engineer, P.O. Box 1128, Roseburg, 97470.

Upon completion of the sketch map for your relocation, please contact the Field Utilities Liaison Engineer for assistance in applying for an amended or a new permit. The State is now required to have, in their possession, executed permits for all utilities on public road right of way not later than five (5) weeks prior to the opening of bids.

Very truly yours,

RMF:sg

Enc.

F.D. Morgan
Construction Engineer

By

cc: NNG - Portland
F.B. Klaboe
L.R. Chandler
J.E. Holcomb

T.W. Litchfield
Utilities Liaison Engineer

NOTED
F. B. KLABOE

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN (I-105)

Section WILLAMETTE RIVER BRIDGE Highway EUGENE - SPRINGFIELD County LANE Prefix 120-1430

Res. Engr. _____ Approx. Length 0.38 Miles. Sta. 91+ thru eq. to Sta. 41+50 Date 3-1-67

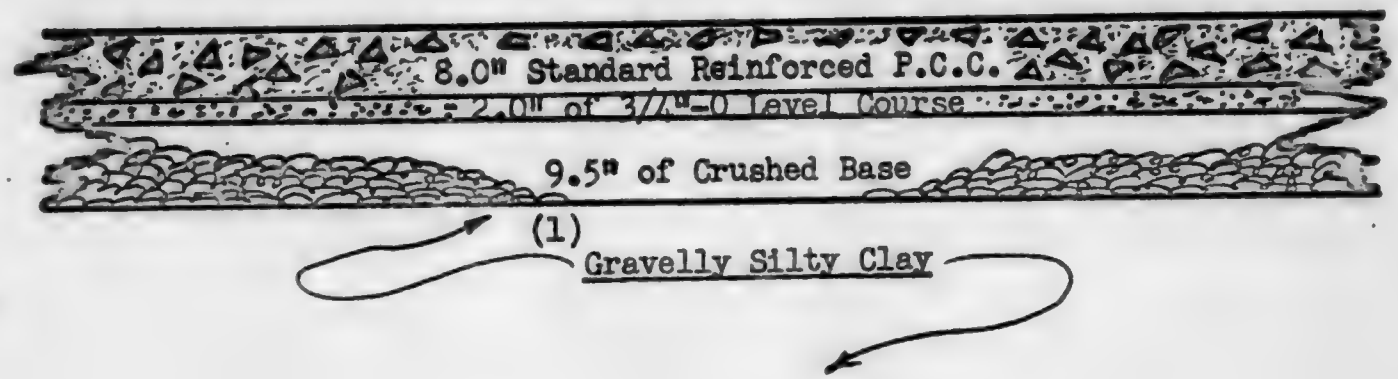
Truck A.D.T. 856 Traffic Coefficient 10.4 18 kip s.a. per day 600.3.

Annual Precipitation 42"+ Frost Penetration --------.

(1)
Typical Soil
40 LL
15 PI
73 %P 10
53 %P200
26 %Gravel
8 %C Sand
12 %F Sand
28 %Silt
26 %Clay
14 "R" Value
[redacted]

AASHO CLASSIFICATION:
A-7-6 (6)

MATERIAL SOURCES:
To be determined by the Engineer.



CBE Total Req.	Credit	Actual Thick.	
		8.0	S.R. C.C.
		2.0	Level
		9.5	Cr. Base
31.5		19.5	

RECEIVED MAR 7 1967 D. P.

NOTED F. B. KLABOE

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
[redacted]
Rural Engineer

Submitted by C. J. Lenz for Staff Assistant

Recommended by O'Connor Engineer of Materials

Recommended by [illegible] Construction Engineer

Approved by F. B. Klaboe Asst. State Highway Engineer

"OTHER ROADS"

Truck ADT	A.C. Wearing Surface	A.C. Base	3/4"-0 Level	Crushed Base	"CBE" Total Requirement	Actual Thickness
Speed change lanes	4.0"	3.0"	- - -	17.5"	31.5"	24.5"
*Temporary detours	4.0"	- - -	2.0"	14.5"	24.5"	20.5"

Should substitutions be made use the "CBE Total Requirement" column to obtain total thickness required and table below for values:

1.0"	Asphaltic Concrete	=	2.0"	Crushed Base
1.0"	Plant Mix Bituminous Base	=	1.8"	Crushed Base
1.0"	Oil Mat	=	1.1"	Crushed Base
1.0"	Stone Subbase (Per Standard Specifications) (plus Supplementals.)	=	0.8"	Crushed Base

*The Traffic Coefficient is based on the detours being in use for a three year maximum period.

SECTION: WILLAMETTE RIVER BRIDGE (Eugene)

HIGHWAY: I-105

COUNTY: LANE

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. 1965 Present ADT 13,500 (Total)

B. 1985 Future ADT 35,400 (Total)

C. Mean ADT 24,450 $\left(\frac{A+B}{2}\right)$

D. Design Period 20 Years

E. No. of Lanes 4

F. Percent Trucks 7 (ADT Basis)

G. Trucks (in one direction) $\frac{F}{2}$ = .035 x (C) 24,450 = 856

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 856 x (H) 100 % = 856

TRAFFIC COEFFICIENT = $K (I)^{0.119}$

where K = 4.669

= 10.4

SECTION: WILLAMETTE RIVER BRIDGE (Eugene)

HIGHWAY: I-105

COUNTY: LANE

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: None made - See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Adjacent section, North side of Willamette River is P.C.C.
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable
13. Traffic Safety: See remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

See Item 6.
This portion of the project, for the most part, lies between two major structures and continuity of pavement type is desirable.

RECEIVED
MAR 10 1967
FOR FILES

Form CO-12: UNITED STATES GOVERNMENT
(11-63)
(Pres. by
A.O. 205-10)

Memorandum

7-105-4(113)197

TO 6985 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: March 1, 1967

In reply refer to: 08-35.2-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

3-9-67
REFERRED TO
By ASST. STATE HWY. ENGR.

SUBJECT: Oregon Project I-105-4(113)197
Willamette River Bridge Section
Grading, paving, structures and signing

P. S. & E. documents for the subject project have been reviewed and are hereby conditionally approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right of way or rights of entry have been acquired for occupancy and contractor's use, and further that control of access rights have been obtained with relocation advisory assistance provided as indicated in Mr. Moehring's February 16, 1967 report. However, your special provisions advise bidders that three houses and sheds being advertised for public sale will restrict the contractor in his operation until after April 20, 1967. Although these parcels were not mentioned in Mr. Moehring's report as not being clear, since the Special Provisions advised bidders, our Regional office concurs in this procedure to be in the public interest based on the information submitted with Mr. Young's February 9, 1967 letter.

Authorization to proceed with utility adjustments included in Project I-105-4(112)197 has not been issued since the plans and estimates therefor have not been furnished. However, it will be necessary for you to certify that arrangements have been made for proper coordination of such work in your request for concurrence in award except for Eugene Water and Electric Board. In addition, in accordance with the provisions of sub-paragraph 15d of PPM 30-4, you should furnish this office the permit for the following utility:

Pacific N.W. Bell Telephone Co.

You are authorized to proceed with the contractor's flagging included in your estimate for $500.00.

Prior to our concurrence in award you must furnish us with the project base design sheet in order for us to determine if the pavement selection is acceptable.

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

The following revised Supplemental Standard Specifications are conditionally approved for use on this project:

Division I - General Requirements	March 1967
Division II - Part 1 - Earthwork	March 1967
Division II - Part 2 - Bases	March 1967
Division II - Part 3 - Surfacing & pavements	March 1967
Division II - Part 4 - Structures	March 1967
Division II - Part 5 - Signing	March 1967
Division II - Part 7 - Incidentals	March 1967

Inasmuch as our detailed review is not complete these specifications are hereby conditionally approved with the understanding that you will make any corrections found necessary following completion of our review.

Article 102-1.3, Embankment Measure, is approved for use on this project.

The following conditions are applicable in connection with our approval of the plans:

No R/W fencing is called for on the plans and, due to the short length and elevated embankment sections, is approved with the understanding it will be provided in the next adjacent project.

As discussed with your Traffic Engineering Division, we believe the median locations for sign bridge supports at Stas. 53+55 and 57+90 as planned may prove hazardous and recommend a revised layout eliminating the median supports if possible.

Mr. Young's February 27, 1967 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items previously accepted.

Attachments

RECEIVED
MAR 2 - 1967

I-105-4(113)197

Form 65-11 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO 6985 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: February 24, 1967

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project I-105-4(113)197
Willamette River Bridge Section
Availability of Right of Way

Mr. Young's February 9, 1967 request of waiver of availability of right of way for the subject project was reviewed and approved by our Regional office effective February 21, 1967.

Inclusion of the appropriate statements in your special provisions will be necessary to advise the contractor of the length of anticipated delay, the area involved and concerning extensions of time.

Young
3-1-67

NOTED
F. B. KLABOE

RECEIVED
FEB 27 1967
OFFICE OF

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FEDERAL POWER COMMISSION
I-105-4(ii)197
6/15

February 17, 1967

Re: [illegible] Power Project
[illegible]
Erie County
Docket No. G-26

[illegible] Co. Inc. (Niagara)
[illegible]
Erie County
Docket No. [illegible]

In order to [illegible] dated January 23, 1967, by Daniel J. [illegible] [illegible] [illegible]

[illegible] -- February 24, 1947

It is [illegible] for the construction of the [illegible] during 1947. [illegible] your [illegible] the [illegible] in order that [illegible] may be used for the [illegible] of these bridges.

Very truly yours,

[illegible]
Assistant Public Highway Engineer

TVG:jf

cc: Paul J. Ives, Executive Secretary
State Game Commission Board
900 Public Service Bldg.
Salem, Oregon

Major J. H. Pyle, Chief
Navigation Division
Ninth District Engineer
Corps of Engineers
U. S. Army
6 0 Pittock Block
Portland, Oregon 97 05

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant

LABELLE E. COLEMAN, CHAIRMAN
PRINEVILLE
WILLIAM L. BESS, VICE CHAIRMAN
EAGLE POINT
EMERY N. CASTLE
CORVALLIS
JOHN D. DAVIS
STAYTON
LOUIS H. FOOTE
FOREST GROVE
MRS. W. D. HAGENSTEIN
PORTLAND
KARL W. ONTHANK
EUGENE

STATE OF OREGON
STATE WATER RESOURCES BOARD
800 PUBLIC SERVICE BUILDING
SALEM 97310

January 31, 1967

District Engineer
Corps of Engineers
U. S. Army
Portland District
628 Pittock Block
Portland, Oregon 97205

Att: George E. Hyde, Chief
Navigation Division

Eugene Bridges

Dear Sir:

In response to receipt of Public Notice 66-142, 1507-21 (Willamette R.-Bridges)-14, dated 23 December 1966, nine (9) agencies, State of Oregon, replied showing no comments or objections.

The Fish Commission of Oregon had no objection as long as the Highway Department's contracts include provisions to keep siltation of the river to a minimum and that contaminants such as oil and concrete be kept out of the stream.

Sincerely yours,

Donel J. Lane

Donel J. Lane
Executive Secretary

DJL/vs
cc: Fish Commission of Oregon

LASELLE E. COLES, CHAIRMAN
PRINEVILLE
WILLIAM L. JESS, VICE CHAIRMAN
EAGLE POINT
EMERY N. CASTLE
CORVALLIS
JOHN D. DAVIS
STAYTON
LOUIS H. FOOTE
FOREST GROVE
MRS. W. D. HAGENSTEIN
PORTLAND
KARL W. ONTHANK
EUGENE

STATE OF OREGON
STATE WATER RESOURCES BOARD
500 PUBLIC SERVICE BUILDING
SALEM 97310

January 31, 1967

Eugene

District Engineer
Corps of Engineers
U. S. Army
Portland District
628 Pittock Block
Portland, Oregon 97205

Att: George E. Hyde, Chief
Navigation Division

Dear Sir:

In response to receipt of Public Notice 66-143, NPP 285/70a (Willamette R.-Bridges)-11, dated 23 December 1966, nine (9) agencies, State of Oregon, replied showing no comments or objections.

The Fish Commission of Oregon had no objection as long as the Highway Department's contracts include provisions to keep siltation of the river to a minimum and that contaminants such as oil and concrete be kept out of the stream.

Sincerely yours,

Donel J. Lane

Donel J. Lane
Executive Secretary

DJL/vs
cc: Fish Commission of Oregon

UNITED STATES
DEPARTMENT OF THE INTERIOR
FISH AND WILDLIFE SERVICE
BUREAU OF SPORT FISHERIES AND WILDLIFE
Division of River Basin Studies
Portland Area Office
710 NE Holladay Street
Portland, Oregon 97232

ND

Reference: RBS

January 3, 1967

District Engineer
Portland District, Corps of Engineers
628 Pittock Block
Portland, Oregon 97205

Dear Sir:

These are our comments on your Public Notices 66-142 and 66-143 dated December 23 concerning applications by the Oregon State Highway Department to plan for bridges across the Willamette River at Eugene.

The bridge drawings accompanying the Public Notices show a number of piers to be constructed in the river. To avoid fish damages, we recommended that the construction agency be urged to take all precautions to avoid siltation and contamination of the river by cement on other materials.

The proposed work would not significantly affect wildlife resources.

Comments on fish resources were provided by the Bureau of Commercial Fisheries.

Sincerely yours,

Edwin F. Roby

Edwin F. Roby
Acting Field Supervisor

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL - AID P
(PPM 2

	REPORT NUMBER (19)(20)	PROJECT LOCATION *(45 typewriter spaces)* 21 68		PRESENT	FUTURE (66)(70)	YEAR (71)
CARD 2	1	I-105 0.1 Mi. N. Willamette (Eugene) S. 0.36 Mi.	ADT	9,000	26,200	87

	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28 62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH (74)
CARD 3	Gr., Dr., H.T. Pave., 2 Strs.							

	CLASS OF FEDERAL FUNDS	COUNTY NAME
CARD 4	Interstate	
	NAME OF URBAN AREA 17-31 Eugene	ROUTE NO. I / FEDERAL-AID I-105

CARD 5	LINE NO. (14-15)	CHANGE CODE (16)	PROJECT CODE 41	WORK CLASS 42	WORK TYPE 43 46	STEP 53	TERMINI *(Full description)*	MILES (54)(58)	ESTIMATED PROJECT CO TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)
1										
5					**PE**		I-105 0.1 Mi. N. Willamette River (Eugene) S. 0.36 Mi. (Willamette River Bridge Section)			
5					**ROW**					
5					**CONST** (CODE)			0.36	2,430,000	2,235,000
							PROJECT TOTALS	0.36	2,430,000	2,235,000

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
ADT	9,000	26,200	87	08	Oregon	35	042	482

IPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER	SEQ. NO.	I Projects Only: POST MI.	DESIG.
					I-	105-4(113)		197	

COUNTY NAME: Lane — CODE: 039

ROUTE NO. I — FEDERAL-AID: I-105 — STATE — U.S.: I-105

PROGRAM STAGE: [ ] 1 OR [X] 2

MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
					Gr., dr., 4-12' lanes H.T. pave., 10' shldrs., 10' median and barrier, 1 o'xing and 1 br. (length 1091', HC 78')
0.36	2,430,000	2,235,000	195,000		ROW-200' normal; Access Control-full; Parking Restrictions-complete.
0.36	2,430,000	2,235,000	195,000		

REMARKS

Additional Data - Item 429, Project I-105-4(111)197.

USCOMM DUSCOMM-DC 48808-P61

REMARKS - Continued

There is included as incidental work approximately 100 ft. of main line embankment construction beyond the south limits of the project. This embankment is necessary to prevent the embankment under the project pavement from being undermined.

Advance Utility clearance as affects this project is being accomplished under project I-105-4(112)197.

RECEIVED
DEC 5 1966
COMMISSIONERS

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. [illegible]
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-105-4(113)197
6785

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 9, 1966

District Engineer
Corps of Engineers
U. S. Army
628 Pittock Block
Portland, Oregon 97205

Subject: Willamette River Bridge
Bridge No. 8966

Your Ref.: NPPOP-NA-1.4

Dear Sir:

In order to improve the aesthetic properties of the proposed bridge on Interstate 105 across the Willamette River at Eugene, we have decreased the number of spans in the structure and used curved haunch beams. In doing this, we have increased the horisontal clearance at the channel from 94' to 120', the northerly channel pier remaining in the approximate position as before and the southerly channel pier moving southerly to provide the difference in clearance. The vertical clearances at the piers have been reduced from 32' to 30' in order to use the curved haunch beams. The location and alignment of the centerline of the bridge remains the same.

We are attaching the original tracings and 4 prints of sheets 1 through 3 revised, indicating the vertical and horisontal clearances that we propose for the crossing. Will you please substitute these drawings for those sent you previously and process the request for approval of the amended document.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

NOTED
TOM EDWARDS

TCR:mb
Enc.
cc: Tom Edwards

RECEIVED
DEC 13 1966
OFFICE
STATE HIGHWAY ENGR

RECEIVED
DEC 9 - 1966
FOR FILING

I-105-4(11)
6985

SP*23687-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
December 8, 1966

CONFIDENTIAL

SUBJECT: I-105

To: Mr. D. H. Moehring
Right of Way Engineer
BUILDING

Due to the cutback of Federal Aid Funds for this fiscal year, it is necessary to delay this project (except the structure) until after July 1, 1967.

Under the circumstances, we will agree to allow McKesson-Robbins occupancy of their warehouse until June 30, 1967.

ORIGINAL SIGNED BY
E. B. KLABOE

F. B. Klaboe
Assistant State Highway Engineer

FBK:arb

cc: Forrest Cooper
R. L. Porter
Tom Edwards
F. D. Morgan

NOTED
TOM EDWARDS

RECEIVED
OCT 28 1966

Canal
Grade Pay
I
Jan
Washington
Jefferson St

October 28, 1966

Mr. Carl Gilbert
McKesson and Robbins, Inc.
340 Washington
Eugene, Oregon

Dear Mr. Gilbert:

Reference is made to our recent telephone conversation concerning the relocation of your warehouse south of Eugene approximately across the highway from Denny's Restaurant.

I have reviewed the proposal and feel that it is not in the public interest to allow the grading work you have requested. As you know, the 50 states have placed a great deal of emphasis on preserving and establishing natural growth along and adjacent to the Interstate and Primary Highway System. We feel that we would be derelict in our obligation if we were to allow the destruction of the existing growth in this area.

If we can be of any further assistance, please advise.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Forrest Cooper
R. L. Porter
F. D. Morgan

Mr. Klaboe advised Mr. Gilbert by telephone 12-8-66 that we would allow him until June 30, 1967 to vacate his property.

RECEIVED
SEP 17 1965

EUGENE FREEZING & STORAGE CO.

P. O. BOX 3351 EUGENE, OREGON TELEPHONE 343-1694

September 16, 1965

RECEIVED
SEP 17 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Mr. Forrest Cooper
Oregon State Highway Dept.
Salem, Oregon

Dear Sir:

Yesterday Mr. Frank M. North out of your Roseburg Property Acquisition section, called on me reference a building that I own at 340 Washington Street, Eugene.

This building presently is on a long term lease to McKesson-Robbins Wholesale Drug concern. They have been excellent tenants and I am naturally anxious to properly serve their future interests.

Mr. North could give me no idea as to time table for acquiring right of way for the Washington-Jefferson Streets connector. I told him that I would like to know as soon as possible, so that I can give my tenants, the McKesson people, adequate time to plan for their future in the Eugene business community.

I further told him that this would probably result in the construction of a new warehouse facility, that would be ready and waiting prior to evacuation date of the Washington Street building.

I have notified my attorney, Mr. Stan Darling, also Mr. Hugh McKinley, the City Manager, of Mr. North's visit; and they both were of the opinion that I should write this letter to briefly acquaint you and your department with my need for all the time I can get to properly take care of my own and my tenant's interests.

Should I be out of the city at any time in the near future when one of your representatives might call, I have engaged Mr. Stanley Darling of the law firm, Darling, Vonderheit, Hershner and Hunter, to represent me in this matter.

NOTED
R. L. PORTER

Very truly yours

Paul R. Lafferty

PRL:mms
c.c. Mr. Stan Darling
Mr. Carl Gilbert,
Res. Mgr. McKesson-Robbins

RECEIVED
U.S. NOV 9 - 1966
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-105-4(113)97
6915

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 4, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Subject: Willamette River Bridge
Interstate 105
Br. No. 8966
Preliminary Submission

Dear Sir:

The comments contained in your letter of October 18, 1966 have been reviewed and the decision has been made to revise our layout for subject bridge.

As is shown on the three prints of Dwg. No. 22472 (transmitted herewith), the revised structure will be a poured-in-place, curved box girder with the span arrangement shown on the drawing. In order to accomplish an aesthetically pleasing structure, the design will utilize longitudinal haunches and sloping sides on the box girders.

The pier type has also been changed to an open type of pier consisting of two tapered columns, with the exception of Bent No. 5 which has three columns, as per your request. Approximately two feet of the cross beam will extend below the bottom of the box girder between columns and will taper to a 6" reveal at the outside face of the box girder. We also intend to outline in the special provisions certain controls for the box girder falsework and specify a completion date that may cause the contractor to have falsework in the river during the high water period of year. We do not feel that the change in design type should be allowed to delay the completion date for this structure.

In answer to your suggestion as to piling type to be used in the river piers, we have reviewed the foundation data and still feel that steel piling are the best answer. Transmitted herewith, are three prints each of our report on the 10BP42 test piles and also, our foundation sheet showing the blow counts per foot on the split tube sampler and on the tapered pile tester. We do not feel

NOTED
TOM EDWARDS

that a displacement type of piling with reinforced tips could be driven satisfactorily at this location. The center pier supporting the two span continuous truss at Ferry Street approximately 3/4 mile upstream is founded on steel piling in the same type of river bed formations as at this site.

The possibility of founding the river piers on spread footings was also considered. We do not consider this to be a satisfactory solution.

Any appreciable amount of settlement of piers with a continuous type of structure cannot be tolerated. This consideration, coupled with the fact that piers founded on piling have an additional factor of safety against failure due to scour action, precludes the use of spread footings and dictates the use of steel bearing piling.

Based on approximate calculated quantities, the estimated cost for this type of structure is $1,640,000 which includes a 20% allowance for engineering and contingencies. This compares to the $1,520,000 quoted in our letter of September 15, 1966 for the previously submitted design.

We request that the earliest possible action be taken by your office in approving our revised preliminary plans.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

NOTED
TOM EDWARDS

LLW:mb
Att.
cc: ~~Tom Edwards~~
C. H. Maison
L. H. Young

RECEIVED
NOV 7 1966
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123X 50M 4-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

RECEIVED
SEP 26 1966
FOR FILING

Legal
Lgth. Eng
Ch

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 15, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Subject: Willamette River Bridge
Eugene-Springfield Hwy. I-105
Lane County
Br. No. 8966

Dear Sir:

Attached are five prints each of Dwgs. Nos. 21446, 21447, 22472 and the drawing showing the foundation data.

These drawings are submitted as a revision to the plan previously submitted to you by letter of October 23, 1961. The previous submission, Drawing No. 8966-A, incorporated a three span, poured in place, reinforced concrete box girder for the main river spans with Type III prestressed beam spans for the north approach and reinforced concrete deck girder spans for the south approach. Piers one through four on the original submission proposed pile supported footings of conventional construction requiring a cofferdam and seal at each pier.

The revised plan, preliminary Drawing No. 21445, proposes the use of Type IV prestressed beams made continuous for live load for all spans except the one simple span at each end of the bridge. The four bents, Bents 3 through 6, which carry the main river spans will be steel pile supported bents with a concrete pile incasement to be placed by tremie method to above the water surface. The remaining bents will be as before with steel pile bents at the end bents and multiple column bents on spread footings for the remaining interior bents.

It is anticipated that the revision to a pile encased pier will reduce the cost of the substructure by elimination of the cofferdam and seals at the river bents. The revision to a prestressed beam superstructure for the main river spans will eliminate the necessity for extensive falsework in the river.

NOTED
KOM EDWARDS

The roadway width on the structure has been revised to provide for a 10' median and 10' shoulder for the main portion of the structure whereas, the previous submission called for an 8.4' median and 3' shoulders.

It is felt that a major reduction in construction time will occur through use of the type of structure proposed. Since the north approaches to the proposed bridge are completed, an early completion time is desirable in order that this section of highway may be put to effective use. The estimate of the structure as now proposed is $1,450,000 which includes an 18% allowance for engineering and contingencies.

Results of the foundation investigation at the site, including results of driving of two test piles are included herewith.

The above data is transmitted to you as a revised preliminary submission for your approval. As a tentative letting date of December 8, 1966 has been set for this project, your early approval is hereby requested.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM:mb
Att.
cc: Tom Edwards
L. H. Young
C. H. Malson

RECEIVED
SEP 15 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 28 1966
ENGINEERING

I-105-4(11)177
6985

October 27, 1966

Mr. Donald F. Robinson, P.E.
Customer Service Engineer
Eugene Water and Electric Board
P. O. Box 1112
Eugene, Oregon 97401

Re: Interstate 105 Bridge
Over Willamette River
Bridge No. 8966
Deck Heating

Dear Mr. Robinson:

Your letter of October 20 calling attention to the possibility of incorporating heating cables in the deck of the subject bridge to prevent frost and snow accumulation during cold weather has been received.

The State is aware of the type of installation mentioned in your letter. Bridge decks where the bottom of the deck slab is exposed to cold air are particularly susceptible to early frost action during cold weather. In the present instance, the structure across the river is to be a concrete box girder. This type of construction provides a dead-air space adjacent to the bottom side of the roadway deck which effectively prevents icing conditions.

For the above-mentioned reason and the fact that the maximum grades are on the order of 2.5 percent on the main portion of the structure, it is not believed that heating of the deck will be a requirement for the safe passage of traffic.

Your interest in the various problems of highway and bridge construction is appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant

IDM:mb ja

MUNICIPAL UTILITIES
EUGENE WATER & ELECTRIC BOARD
500 EAST 4TH AVE. - P. O. BOX 1112 - EUGENE, OREGON 97401 - 503-343-1661

BYRON PRICE, Supt. Secy.
COMMISSIONERS:
CALVIN R. SMITH, Pres.
JOHN A. TIFFANY, Vice-Pres.
KENNETH H. KOHNEN,
TRYGVE S. VIK
EHRMAN V. GIUSTINA

October 20, 1966

Mr. Tom Edwards, P.E.
Assistant State Highway Engineer
State Highway Building
Salem, Oregon 97310

Dear Mr. Edwards:

Re: Proposed 105 Bridges over Willamette River at Washington-Jefferson Streets, Eugene, Oregon

Your attention is respectfully called to the possibility of incorporating within the traveled surface of the proposed bridges, a series of electrically-heated cables for the purpose of preventing a build-up of frost and ice during certain weather conditions. It is entirely practical to control such an installation with proper thermostats to prevent an icy surface from developing and eliminate the need of sanding operations with their ultimate cleanup.

Bridge surface heating has been successfull at numerous locations in the United States so this would not be classed as experimental. Its cost is reasonable and effectiveness proven.

Our electrical distribution facilities are located nearby so there would be no problem on availability.

May we kindly have your consideration of this suggestion?

Yours sincerely,

EUGENE WATER & ELECTRIC BOARD

By: Donald F. Robinson

Donald F. Robinson, P.E.
Customer Service Engineer

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM OCT 25 1966 PM
7,8,9,10,11,12,1,2,3,4,5,6

DFR/nj

RECEIVED
OCT 21 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 21 1966
STATE

RECEIVED
MAR 1966
ENGINEERING

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
628 PITTOCK BLOCK
PORTLAND, OREGON 97205

Cross Referenced To:
Const
Bridge
2L

NPPOP-NA-1.4

I-105-4(11)397
6985

7 March 1966

Oregon State Highway Department
Salem, Oregon 97310

cc: R. Edwards 3-9-66

Gentlemen:

Inclosed is Department of the Army approval instrument for revised plans for a bridge across the Willamette River, mile 181.3, at Eugene, Oregon. Approval was requested by your letter dated 29 December 1965.

Please note that times for commencement and completion of the work remain 17 October 1967 and 17 October 1969, as extended by the District Engineer's letter of 13 July 1965. It is requested that this office be notified in advance of the dates of commencement, suspension, resumption and completion of work in order that inspections may be made at appropriate times.

Sincerely yours,

George E. Hyde

GEORGE E. HYDE
Chief, Navigation Branch

Incl
as stated

RECEIVED
MAR 31 19
OFFICE
STATE HIGH

DEPARTMENT OF THE ARMY

INSTRUMENT

See Bridge Dept ltr dtd 10-21-

WHEREAS by an instrument signed on 12 October 1961 and 17 October 1961, the Chief of Engineers and the Assistant Secretary of the Army (FM) approved the map of location and plans of a bridge to be constructed by the Oregon State Highway Department across Willamette River at Eugene, Oregon, under authority of the General Bridge Act of 1946;

AND WHEREAS condition 3 of the instrument of approval fixed the times for commencing and completing construction of said bridge at 17 October 1963 and 17 October 1965;

AND WHEREAS the times for commencing and completing construction have previously been extended to 17 October 1967 and 17 October 1969;

AND WHEREAS condition 4 of said instrument provides that no deviation from the approved plans shall be made either before or after completion of the structure unless the modification of said plans has previously been submitted to and received the approval of the Chief of Engineers and of the Secretary of the Army;

AND WHEREAS the OREGON STATE HIGHWAY DEPARTMENT has submitted for approval revised plans for the construction of said bridge, which plans are hereto attached:

NOW THEREFORE, This is to certify that the attached plans are hereby approved to supersede the plans attached to the original instrument of approval, subject to all the conditions of the previous instrument of approval.

IN WITNESS WHEREOF I have hereunto set my hand by direction of the Chief of Engineers this 28th day of February 1966

JACKSON GRAHAM
Major General, USA
Director of Civil Works

IN WITNESS WHEREOF I have hereunto set my hand by direction of the Secretary of the army this 2nd day of March 1966

R. A. HERTZLER
Chief, Office of Civil Functions

RECEIVED
SEP 12 1963
FOR FILING
Const
Grade Yard
Gen

U.S. ARMY ENGINEER DISTRICT, PORTLAND
CORPS OF ENGINEERS
628 PITTOCK BLOCK
PORTLAND 5, OREGON

6 September 1963

NPPOP-NA-1.4
NPP 285/70a(Willamette R.-Bridge)-11

REFERRED TO
Forest Cooper
BY SECRETARY

Oregon State Highway Department
Salem 10, Oregon

Gentlemen:

Reference is made to your letter of 3 September 1963, requesting an extension of time for commencing and completing construction of a bridge across Willamette River at Eugene, Oregon.

Condition 3 of the instrument of approval of location and plans of the bridge, signed by direction of the Chief of Engineers and by direction of the Assistant Secretary of the Army (FM) on 12 October 1961 and 17 October 1961, respectively, fixed the times for commencement and completion of construction of the bridge at 17 October 1963 and 17 October 1965.

This is to certify that by authority of the Secretary of the Army and the Chief of Engineers, the times for commencing and completing construction of the bridge are extended to 17 October 1965 and 17 October 1967, all other conditions of the original instrument of approval remaining unchanged.

Sincerely yours,

FRANCIS S. OBRADOVICH
LT COL GE
DEPUTY DISTRICT ENGINEER
FOR: STERLING K. EISIMINGER
Colonel, Corps of Engineers
District Engineer

cc Ivan Merchant 9-11-63 er

RECEIVED
SEP 10 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
P. M. STEPHENSON

RECEIVED
SEP 10 1963
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 20 1966
OR[illegible]ING

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
628 PITTOCK BLOCK
PORTLAND, OREGON 97205

Cross Referenced To:

I-182-1(43)197
6985

NPPOP-NA-1.4
1507-21(Willamette R.-Bridge)-11. 14 January 1966

EDWARDS

PUBLIC NOTICE

The Oregon State Highway Department, Salem, Oregon, has submitted revised plans for a proposed highway bridge to cross the Willamette River at Jefferson and Washington Streets in Eugene, Oregon. It is planned to construct a fixed bridge with navigation clearances as follows:

Horizontal - - - - - - - - -	94 feet
Vertical - - - - - - - - - - -	32 feet at low water and 18.2 feet at high water

Plans for the bridge are shown on the back of this notice and the accompanying sheet.

Interested parties are requested to submit in writing any comments or objections they may have to the work. Replies to this notice should be mailed to reach this office not later than 7 February 1966 to insure consideration.

George E. Hyde

GEORGE E. HYDE
Chief, Navigation Branch

RECEIVED
JAN 19 1966
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

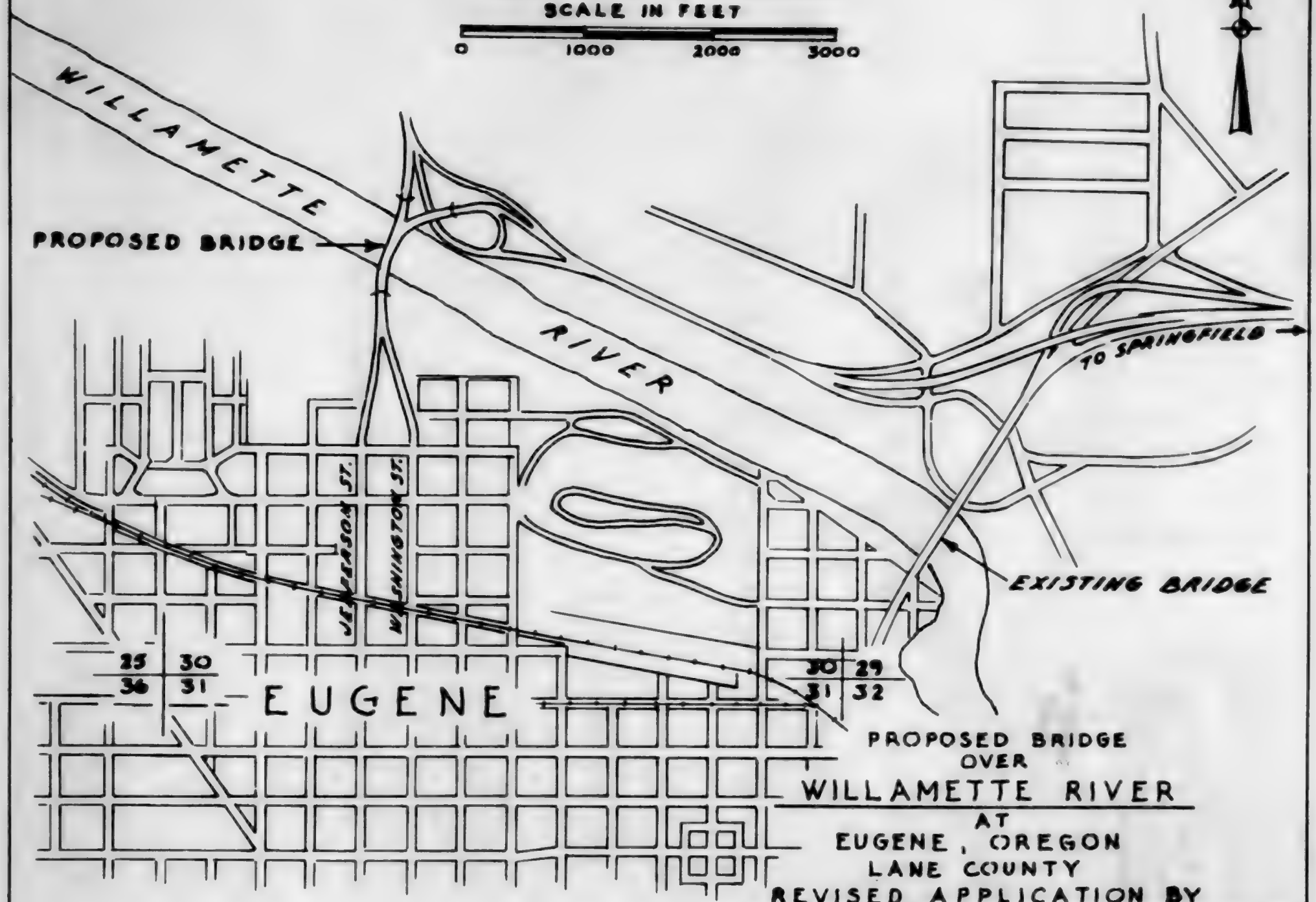
RECEIVED
JAN 19 1966
OREGON
STATE HIGHWAY COMMISSION

SEC. 30, T. 17 S., R. 3 W., W.M.

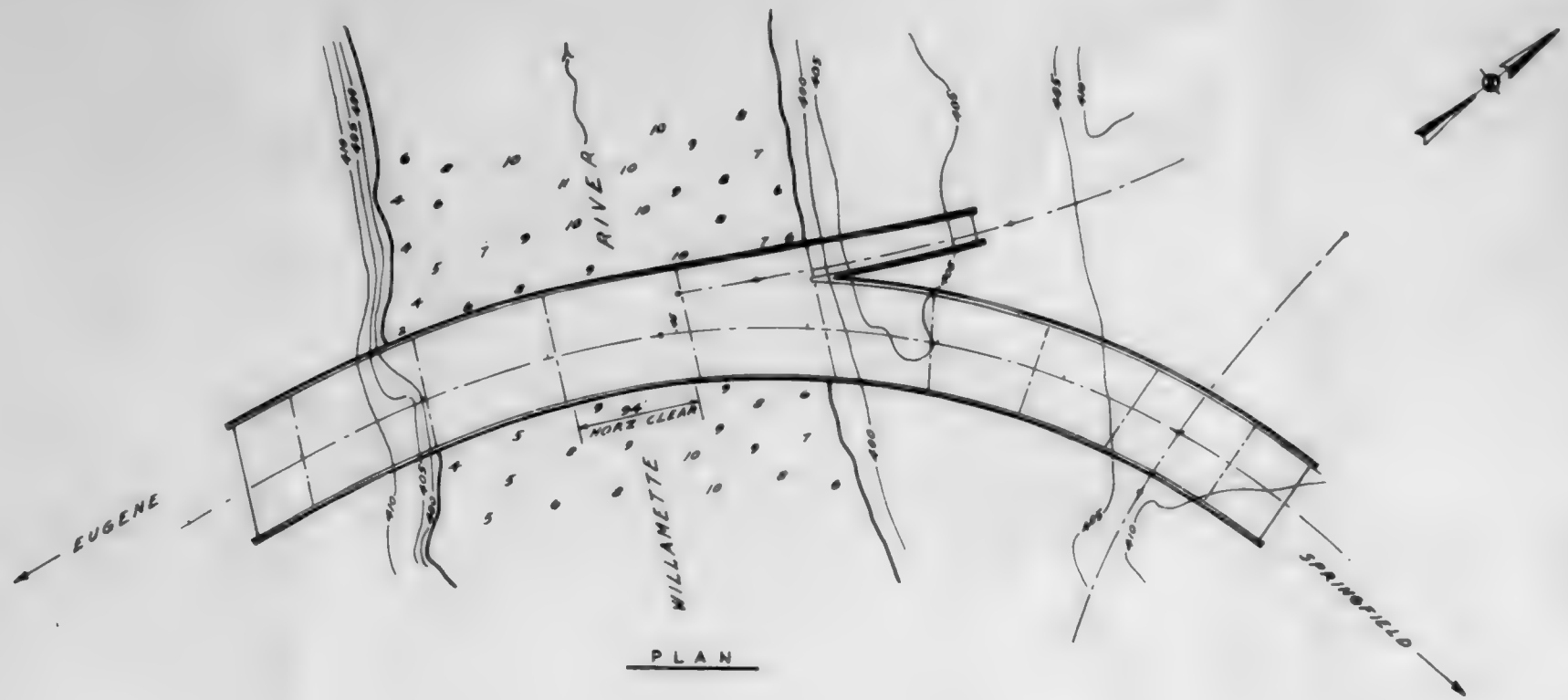
LOCATION MAP

SCALE IN FEET

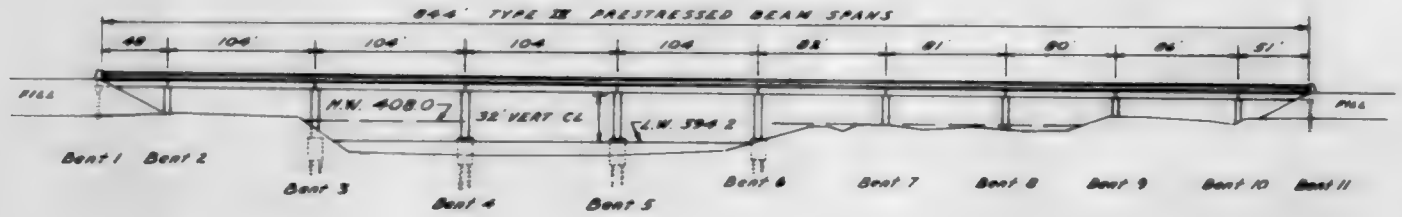
0 1000 2000 3000



PROPOSED BRIDGE
OVER
WILLAMETTE RIVER
AT
EUGENE, OREGON
LANE COUNTY
REVISED APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
DEC. 24, 1965



PLAN



DEVELOPED ELEVATION

SCALE IN FEET
0 50 100 150

SOUNDINGS & ELEVATIONS ARE IN FEET & REFER TO LOW WATER LEVEL 394.2
HIGH WATER ELEVATION SHOWN IS 408.0 (1861 ADJ)

PROPOSED BRIDGE
OVER
WILLAMETTE RIVER
AT
EUGENE, OREGON
LANE, COUNTY
REVISED APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
DEC. 24, 1965 SHEET 3 OF 3

RECEIVED
DEC 30 1965
FOR FILING

I-105-4(113)197
6785

Cross Referenced To:

December 29, 1965

The District Engineer
Corps of Engineers
U.S. Army
628 Pittock Block
Portland 5, Oregon

Dear Sir:

Certain design and construction complications have prompted us to revise the design of the proposed bridge on Interstate 5 across the Willamette River at Eugene.

Accordingly, cancellation is requested by the State Highway Department of the State of Oregon at Salem, Oregon, of the instrument signed October 17, 1961 permitting construction of a bridge across the Willamette River at Eugene, Oregon at Mile 181.3. The instrument is designated as NPP 285/70a (Willamette R.-Bridges)-11.

Application is hereby made by the State Highway Department of the State of Oregon at Salem, Oregon, for approval by the Chief of Engineers and the Secretary of the Army of plans of a bridge to be constructed across the Willamette River at Eugene, Oregon, 181.3 miles above the mouth of the waterway as shown on the attached plans. The attached plans carry a date of December 24, 1965 and the wording "Revised application by Oregon State Highway Commission" in the title. Legal authority for the structure is found in the General Bridge Act of 1946.

Very truly yours,

Attachments

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant

IDM:mm jwa

RECEIVED
DEC 27 1965
FOR FILING

I-105-4(113)197
6.1.5

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon 97310
December 22, 1965

To: Memo to Files

SUBJECT:

A meeting was held this date between members of the State Highway Department, Lane County and the City of Eugene. Present were: Hugh McKinley, Don Allen and Edwin Cone representing the City of Eugene; Frank Elliott and Gerald Attig representing Lane County; Forrest Cooper, R. L. Porter, Tom Edwards and F. B. Klaboe representing the Highway Department.

The discussion concerned three separate projects and I shall report on them in order.

1. For several years the City and State have been negotiating a proposal to widen 6th and 7th Streets between High and Jefferson Streets. It was decided that we would go with this project in May, 1966, on a 75-25 percent cooperative basis. This project entails enough widening on 6th and 7th Streets to allow three through lanes of traffic with intermediate parking and a fourth lane for turning movements wherever possible. The State is to investigate the intermediate parking aspect of the proposal to see if it will work, and if, in our opinion, it will not work, recommend to the City that the parking be limited to one side of the street throughout its length. The City will present the State with plans for the installation of a sanitary sewer line within the confines of the project to be incorporated in the project at the City's expense. An agreement between the two bodies will be necessary.

2. The County proposes to construct a belt line freeway to intersect with I-5 near Game Farm Road. We have been negotiating with the Bureau of Public Roads for about a year to be allowed to build a higher-type interchange than the diamond already approved by the Bureau of Public Roads. Indications are now that they will approve a full cloverleaf interchange for this location. We are to push our submission

NOTED
TOM EDWARDS

to the Bureau as rapidly as possible and hope to let a contract during the first quarter of 1966 for completion in the Fall of 1966. These dates are very desirable as the County has already let a contract to construct their facility on either side of the proposed freeway and contemplates the completion of that work late in 1966.

3. The Willamette River crossing of I-105 and its interchange with the proposed Route F project appears possible of solution utilizing the latest plan. This plan would include the State committing the construction of two future crossings of the Willamette River connecting I-5 on the north side of the river with Route F on the south. It is believed that the Bureau will pick up with I-funds the legs connecting Route F to I-5 south of the river. Mr. Edwards will take the necessary steps to have this routing included in the basic Metropolitan Transportation Plan and we will then get the earliest possible submission to the Bureau of Public Roads for formal action. It was roughly estimated that the I-5 structure and as much of the line south of the river as possible be contracted in the last half of 1966 for completion in the last half of 1967. To make the facility function, it will require the construction of temporary ramps at the southerly terminus.

The three political subdivisions present agreed that this latest plan for I-105 was very acceptable and would serve adequately.

Mr. Cooper reminded those present that Item 3 had not been cleared with the State Highway Commission and that this would have to be done prior to any construction. Also, that this was a rather large undertaking as the State would have to commit over $2 million of funds other than Interstate in addition to our large commitment already made for an extension of Route F.

ORIGINAL SIGNED BY
F. B. KLABOE

F. B. Klaboe
Assistant State Highway Engineer

FBK:erb

cc: Forrest Cooper
R. L. Porter
Tom Edwards
F. D. Morgan
H. S. Cox

RECEIVED
NOV 12 1965
FOR FILING

I-105-1(11)177
6785

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 9, 1965

To: Mr. L. H. Young
Office Engineer

B U I L D I N G

SUBJECT: PROGRAMING
Washington-Jefferson St.
Couplet Section
Interstate 105
Lane County

To supplement our letter of October 27 with respect to programing right of way, we wish to state that it is the intention of the Right of Way Division to open and maintain an office on the project for the purpose of meeting the Federal requirements with respect to offering relocation assistance.

G. E. ROHDE
Chief Counsel

By

LAURENCE A. HOLT
Administrative Right of Way Agent

LAH:mk

cc: G. E. Rohde
E. F. Saling
C. E. Smith
W. H. Haskin
R. W. Gormsen
L. W. Riley
M. R. Mitchell
R. L. Porter
F. B. Klaboe

R. L. PORTER

RECEIVED
NOV 10 1965
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 50M 8-58 SP°6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 27, 1965

To: Mr. L. H. Young
Office Engineer

B U I L D I N G

SUBJECT: PROGRAMING
Washington—Jefferson St.
Couplet Section
Interstate 105
Lane County

It appears desirable to program at an early date the acquisition of right of way on subject section--at least for that portion that will involve entire takings. The Construction Division has advised us that the segment between Fifth Avenue and the Willamette River between Washington and Jefferson Streets will involve entire takings, and for this reason, we request that this area be programed with the Bureau as soon as possible.

Our liaison estimate discloses an anticipated cost for the real property in the amount of $1,325,000. The area in question will involve the relocation of 54 displacements of a residential type, and 8 displacements that would qualify in the commercial-industrial category. The estimated cost to effect these relocations is $17,500.

G. E. ROHDE
Chief Counsel

By

Laurence A. Holt
Administrative Right of Way Agent

LAH:mk

cc: G. E. Rohde
E. F. Saling
C. E. Smith
W. H. Haskin
R. W. Gormsen
M. R. Mitchell
R. L. Porter
F. B. Klaboe

RECEIVED
OCT 20 1965

FOR FILING
I-105 4(13)K7
285

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 19, 1965

SUBJECT: FAI 105—Willamette River Bridge Section
Eugene-Springfield Highway
Eugene

To: Mr. L. H. Young
Office Engineer
O f f i c e

The Willamette River Bridge Section of FAI-105 on the Eugene-Springfield Highway in Eugene will be submitted to the Bureau of Public Roads for approval in the near future.

As you know, the Bureau of Public Roads has issued IM 50-2-65 stating the requirements for approval of Federal-Aid projects within urbanized areas of over 50,000 population. This project has been reviewed and appears to meet the requirements of paragraph B-3 of IM 50-2-65 which states:

> "Construction, as defined in PPM 21-12 may be authorized by the Division Engineer on projects for which a substantial portion of the right-of-way has been acquired, with or without Federal funds, provided he has previously approved the detailed location and preliminary design and provided there is evidence of the acceptance of the location and design by the governing bodies of all the affected jurisdictions."

Therefore, the following supporting data appears to be necessary for the Bureau of Public Roads' approval of the subject project:

1. A statement indicating that a substantial portion of the rights-of-way for this project has been purchased.
2. A statement that the Bureau of Public Roads has previously approved the location and preliminary design.
3. Evidence of the acceptance of the location and design by the governing bodies of all the affected jurisdictions.

Item No. 3 should be available through the County and City Division.

It appears that the submission of the Willamette River Bridge section project for the Bureau of Public Roads' approval requires no supporting data from the Eugene-Springfield Area Transportation Study.

ORIGINAL SIGNED BY L. E. GEORGE

F. B. Crandall
Traffic Engineer

CBJ:djb

cc: Tom Edwards
H. S. Cox
O. B. Jackmond
R. E. Royer

RECEIVED
OCT 20 1965
OFFICE OF
STATE HIGHWAY ENGINEER

I-405-M (11-5)

144

[illegible] 20, 1945

[illegible]

Re: [illegible]
[illegible]
[illegible]
[illegible]

Dear Mrs. Simon:

This is in answer to your letter of [illegible] regarding [illegible] at the [illegible] and Clark Avenue in the city of [illegible].

According to the [illegible] your property will [illegible] to be [illegible]. However, we have no [illegible] of public funds [illegible] for the [illegible] and [illegible] as soon [illegible].

It is unfortunate that you have [illegible] in such a position but as soon as final approval has been granted on a plan and it does [illegible] your property, we will be glad to look for your holdings in the desired [illegible].

Very truly yours,

[illegible]
State Highway Engineer

By

[illegible]
Assistant State Highway Engineer

cc: Mr. Fostrect Cooper
Mr. R. L. Peters
Mr. F. D. Hogan
Mr. D. H. Hedding

DNS:jp srb

Willamette Line

10-4-65

Hiway Dept.
Salem Ore.

KLH20E

Dear Sirs -.

I am writing to you on a question of one of your members.

My question is, my house is one of those picked to be used on the Washington St Hiway connecting with Jefferson St. Bridge.

My house is located on the corner of Work & Clark St, where there is to be a turn around or a down hill.

The last few days a couple of your men have been going up between Work & Jefferson telling the home owners that their houses would be going in the near future.

But they could not say for this comes, and the rumor is that the turn around would not be made for a few years.

In other words my house might not be taken for about three years.

In the mean time after

I send to the meeting you had for us requiring Veterans at the court House, where they said my house would be going and that before summer was over with, I knowing how scarce houses here are, in the market I could afford (as I'm retired) I bought a small house.

I paid a small payment down, the rest to be paid after the State bought mine now I'm in a bind if my house don't go for a few years. I'll lose the one I bought, and I can't afford that.

So one of your men suggested I write and tell when you are buying on Washington you could take mine also, as long as it has to go any way.

I would be so grateful if that could be arranged. So I would like you my other places. Thanks

Respt.

Blanche Jones

435 Leach.

RECEIVED
APR 9 1964
FOR FILING
I-105-4(113)197
6985

April 8, 1964

Mr. Richard K. Cuske
Cuske Realty and Lane County
Appraisal Service
Post Office Box 299
Eugene, Oregon 97401

Dear Mr. Cuske:

In your letter of March 28, directed to Frank Hall, you expressed a need for early action in firming up the limits of right of way to be acquired near the southerly end of the Jefferson Street bridge.

It is our desire to acquire right of way for the bridge and the proposed relocation of the Mapleton-Eugene Highway as soon as possible. A very substantial part of the study necessary to determine the most economical and useful route for the highway relocation remains to be done, and it will be some time before a firm right-of-way limit can be established.

The studies made to this date do not show the need to acquire 202 North Jefferson Street, but as indicated, it is still too early to safely assume that to be the final answer.

I regret being unable to firm up this matter as you request and can only suggest that you keep in touch with us. I doubt that any information of use to you can be forthcoming in less than six weeks and suggest that you contact us again in approximately that length of time.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:a:jw

cc Forrest Cooper
R. L. Porter
Frank Hall

Guske Realty and
LANE COUNTY APPRAISAL SERVICE

March 28, 1964

Mr. Frank Hall
Highway Design
State Highway Office
Salem, Oregon

Dear sir:

We have a property listed for sale at 202 N. Jefferson Street in Eugene, which is very near to the landing of the Jefferson Street Bridge, as projected. On March 27, we had a sale for the property and the prospective buyer asked if there was a possibility that the property would be taken for public use. Upon inquiring from the Lane County Engineers & Eugene City Engineers we were informed that this property doubtlessly be taken by the state. If this is true, would the state be interested in purchasing the property in the near future?

In 1962 we appraised this area for the City of Eugene relative to sewer main right of way easement and construction easement and we can say with some authority that the $11,000 price on the property is not out of line. We also realize that this would not be your approach to purchasing, normally, however the situation is causing the owner hardship and expedition of the matter would assist him. Assurance that you were not going to use the property, would enable us to sell the parcel and would also assist him.

Mr. Hall this letter may be directed to the wrong department and if so we would appreciate having you forward it to the correct place.

Sincerely,

Richard K. Guske (Richard K. Guske)

mg/rg

P.O. BOX 299 • 17TH & PEARL STREETS • EUGENE, OREGON 97401
34-22-111

I-105 F

ON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 25, 1963

SUBJECT: Estimate of Connection Route "F" to Interstate Spur

TO: Mr. Lloyd P. Shaw
Asst. State Highway Engineer
Salem

In accordance with your instruction letter dated August 30, 1963, an estimate has been prepared for the cost of constructing a freeway from Interstate 105 to Oak Hill in Eugene. This is one of the routes proposed by the Eugene Industry and Transportation Study report published in 1961. It has been named the Roosevelt Highway. This route was designated as an expressway in the transportation study and for the purposes of the study was estimated to cost $6,116,000. If the entire route were constructed as a four-lane freeway, we have estimated the cost to be $10,350,000. The freeway begins with an interchange with the Mapleton-Eugene Highway at Oak Hill. It runs east in a location northerly of the Southern Pacific Railroad tracks to Bertelson Street. An interchange will be provided in this general area when the proposed West Eugene Highway is constructed in accordance with the transportation study plans. East of this point houses are built along the roads and an interchange is provided with the Pacific Highway West. From this highway on there is a continuous commercial and residential development. The proposed freeway line lies just north of Roosevelt Avenue, leaving this avenue to serve as a frontage road. The line crosses the main line of the Southern Pacific Railroad just south of the Southern Pacific shop area. Near this point an interchange is provided with River Road. The route then passes through an area of somewhat less intense development; it ends in the interchange with Interstate I-105 south of Willamette River Bridge. In order to provide for the necessary acceleration and deceleration movements, it is necessary to add two additional lanes to the Willamette River Bridge and to construct additional ramps across the river at this point.

It appears desirable that the initial construction from US Pacific Highway West to Interstate 105 be a freeway. The rest of the route could very well be constructed to expressway standards but with right of way purchased for ultimate development to a freeway. This would save $750,000 in initial cost.

NOTED
LLOYD P. SHAW

To date the Bureau of Public Roads has rejected proposals to provide an interchange with Interstate 105 in the area south of the Willamette River Bridge. If a connection to the county road north of the Willamette River Bridge be considered as an alternate, several serious disadvantages result:

1. The traffic destined to downtown Eugene has to travel out of direction.

2. An additional bridge has to be constructed which adds cost.

3. The present interchange north of the river has to be redesigned.

4. The provision of an inferior interchange for the east terminus of the Roosevelt Highway detracts materially from the feasibility of this route.

The transportation study traffic indicated the projected traffic on the first section from Mapleton-Eugene Highway to the West Eugene Highway as 5,000 vehicles per day. From this point to the Pacific Highway West, projected traffic was 8,000 vehicles per day. From the Pacific Highway West to River Road it was 15,000 vehicles per day. No projection is shown for the section from the River Road to I-105, but apparently it would be from 20,000 to 30,000 vehicles per day.

At the time estimates were prepared for constructing the various routes shown on the transportation study, many inconsistencies were found in the traffic assignments. It was determined that before a detailed design could be prepared for the critical area between River Road and I-105, it would be necessary to re-evaluate the traffic study. This is being undertaken by the Highway Department Traffic Division.

The attached sheet and sketch map show the present estimate of cost for this route.

F. D. Morgan
Construction Engineer

By D. J. Barbee

D. J. Barbee
Asst. Construction Engineer

JAR:ep

Attach.

RECEIVED
SEP 27 1963
OFFICE OF
STATE HIGHWAY ENGINEER

Estimate of Cost

For Proposed "Freeway"

from

Oakhill O'xing on the Mapleton-Eugene Highway

to

Willamette River Bridge on Interstate Highway No. 105

Total Cost - 10,350,000 Length 6.2 Mi.

R/W Cost = 3,760,000

Construction Cost = 6,590,000

Estimate provides for 4 Lane divided highway with interchanges at Junction with the Mapleton-Eugene Highway and the Interstate Highway, and at River Road and Pacific No. 1W; also seven grade separations for County Roads or Streets, and 4 miles of frontage road.

Prepared by Construction Planning Section

Dated: September 24, 1963

Salem, Oregon
August 30, 1963

Mr. F. D. Morgan
Construction Engineer
Building

Estimate of Connection
Route "F" to Interstate
Spur

Please work up an estimate of cost for right of way and construction to provide a connection from the Interstate Spur near its [illegible] with Route "F" [illegible]

Base the design on a freeway-type of facility with interchanges to connect to major streets or highways. This should be presented by September 20.

Lloyd V. Shaw
Assistant State Highway Engineer

LPS:ajr

Received estimate 9/27/63

RECEIVED
FEB 17 1961
FOR FILING

I-105-4(113)191
6785

Salem, Oregon
February 15, 1961

Washington-Jefferson Couplet
Eugene

Mr. Williams

This project apparently had its beginnings in 1954. The file contains an agreement dated March 9, 1954, in which the two jurisdictions (State and City) agreed to share jointly the cost of the study of ". . .a grade separation at either the Washington Street or the Jefferson Street intersection with the Southern Pacific Company railroad for the purpose of eliminating the traffic conflict at the Van Buren Street intersection."

On September 21, 1954, Mr. Baldock, in a letter to the Commission, referred to the ". . .building of a two-lane grade separation on Jefferson Street and a two-lane grade separation on Washington Street to care for a one-way traffic plan to separate the grade of the streets and the railroad in order to bring in the River Road traffic to Eugene and eliminate the present Van Buren Street grade crossing. . . it has been tentatively assumed that the City would pay half of the cost."

On September 30, 1954, Mr. Baldock directed a letter to R. A. Finlayson, City Manager of Eugene, from which I quote:

> "With reference to your letter of September 15, advise that the Highway Commission is agreeable to paying one half the cost of a survey relative to a connection with the River Road at Bauer Lane, with the understanding that the City of Eugene will pay 50 percent of the cost, not to exceed $1,500, but with the firm understanding that the Highway Commission will not pay more than $700,000 toward the connection between 6th and 7th Avenues and Bauer Lane, involving the building of separation structures on Washington and Jefferson Streets, it being the Commission's opinion that it would be possible to build this section using Railroad Avenue at not to exceed approximately $1,400,000."

On April 26, 1955, Mr. Baldock directed a letter to Mr. Finlayson from which I quote as follows:

> "I wish to reiterate that the State Highway Commission at its meeting of September 23-24, 1954 approved participation in the supplemental study and stipulated that it would not program in excess of $700,000 for the construction of the Jefferson-Washington Streets overpasses and their connections to the River Road. You will note that this over-all project in the supplemental report amounts to $1,734,500."

The entire concept of this Washington-Jefferson package seems to have been that the State would put in $700,000 and that the City or others would finance the remainder. Although we do not have any data in our files, I believe that a bond issue was submitted to the voters covering the financing of this improvement but it was rejected at the polls.

As a part of the over-all scheme of things, a spur from Interstate 5 at "Q" Street leading westerly was placed on the interstate system September 15, 1955, which spur presumably was to be an extension of the Washington-Jefferson couplet with the freeway. The interstate spur ends northerly of the Southern Pacific tracks. Although there is little, if any, evidence to support this, it would appear that a co-operative project was contemplated on Washington and Jefferson Streets to a point northerly of the Southern Pacific tracks with a connection on the secondary system westerly and northerly to Santa Clara and easterly across the Willamette River to Interstate 5. It also appears that the City was unable to arrange financing of its part of the package; therefore, it became inactive.

Forrest Cooper
Deputy State Highway Engineer

FC:fn

FORM E-30 50M 7-60 29388

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 27, 1960

SUBJECT: Exchange of Streets
City of Eugene

To: Mr. Forrest Cooper
Deputy State Highway Engineer
O F F I C E

In reply to your written request of November 3, I am making the following report on the subject matter: The portion of First Avenue which the City of Eugene requested that we take over as a State highway is from VanBuren Street to Washington Street. This section is 2,400 feet in length. The t pical roadbed section on First Avenue throughout this length is 42 feet between curbs. It has 9 inches of crushed rock for base material with 3½ inches of asphaltic concrete for the wearing surface.

The intersections of First Avenue with Washington and Jefferson Streets will operate successfully in the year 1979 if all parking is prohibited on First Avenue. The widening of First Avenue to the above mentioned 42 foot section was completed during the past year by the City of Eugene and should be adequate for the projected traffic load.

They also requested that Washington and Jefferson be taken over as part of the State highway system from the intersection of these two streets with First Avenue to as far south as 7th Avenue. I have completed three estimates for the improvement of Washington and Jefferson Streets. Washington and Jefferson Streets at the present time are 34 feet in width between curbs. These streets are surfaced with 7 inches of concrete without any base material under the surfacing. If these two streets were to be used permanently as a one way couplet without the railroad separations at the Southern Pacific railroad tracks, they would have to be widened to 42 feet in width and all parking prohibited throughout the length under discussion. This would cost approximately $74,000. Due to the amount of railroad traffic on the Southern Pacific tracks, I do not consider this to be a practical solution. The existing street width of 34 feet between curbs could be used for an interim period until such a time as the railroad overcrossing structures could be constructed on Washington and Jefferson Streets. To do this all parking on the existing streets would have to be prohibited on existing Washington and Jefferson Streets.

The cost of the railroad separation structures and the approach grades on Washington and Jefferson Streets would be approximately $1,026,900. The structures would be constructed to a width of 30 feet between curbs and the approaches would taper from 30 feet to 42 feet in width at the street terminals to provide the necessary storage capacity at the street intersections. The cost for building the railroad overcrossing structures to a width of 42 feet and the approaches to the same width would be $1,163,200. The piers and footings that were constructed in the warehouse between Washington and Jefferson were designed and built for structures that would be 26 feet in width between curbs. I increased the structure width to 30 feet because the 26 foot width is not in keeping with our present design standards.

The intersections of Washington and Jefferson with 6th and 7th Avenues would be deficient in capacity sometime before the design year of 1979. For these intersections to operate properly, it would be necessary to increase the width of both 6th and 7th Avenue to 44 feet between curbs and prohibit all parking on these streets. The existing right-of-way widths on both 6th and 7th Avenue are 66 feet.

I am handing to you, herewith, three copies of the proposed Washington and Jefferson Streets Overcrossings on which is shown the above quoted cost estimates.

I am also including a diagram which shows the 1979 traffic on the proposals under discussion. I have in my possession in this office a detail capacity analysis of the various intersections discussed and can be made available to you on request.

It is my recommendation that the proposed Washington and Jefferson Street couplet be on the State highway system because of the fact that we are forcing the activation of this couplet by extending "Q" Street freeway from Coburg Road in a westerly direction and across the river to the northerly termini of these two streets. The Washington Jefferson couplet should extend southerly to 7th Street which would complete the connection from interstate route 105 to our present highway through Eugene. It would then follow that First Street should become part of the Federal Aid Secondary Highway System to the connection of Eugene-Santa Clara Highway at First and VanBuren. The existing route of FAS 219 between First Avenue and 6th and 7th Avenues would then revert to the City of Eugene.

Tom Edwards
Construction Engineer

CKA:jk

cc: [redacted]

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Salem, Oregon
November 3, 1960

Exchange of Streets
City of Eugene

Mr. Tom Edwards
Construction Engineer
OFFICE

I am attaching a copy of a letter from Hugh McKinley, City Manager of Eugene, in which he requests that we consider an exchange of streets as indicated by the attached map.

Will you please have an investigation made of this matter and give me a report and recommendation. The report should cover the lengths involved, a statement of the condition of the streets, and an estimated cost for improvements which would have to be made by the State in order to bring the new routes up to acceptable standards.

Forrest Cooper
Deputy State Highway Engineer

FC:fn

Encl.

cc Mr. W. C. Williams

CITY OF EUGENE

OFFICE OF CITY MANAGER
EUGENE, OREGON

OCTOBER 27, 1960

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
STATE HIGHWAY DEPARTMENT
SALEM, OREGON

DEAR MR. WILLIAMS:

AT ITS REGULAR MEETING ON OCTOBER 24, 1960, THE EUGENE CITY COUNCIL REQUESTED THAT THE STATE HIGHWAY COMMISSION BE ASKED TO FAVORABLY CONSIDER THE EXCHANGE OF THOSE PORTIONS OF VAN BUREN STREET AND BLAIR BOULEVARD LYING BETWEEN 1ST AVENUE AND 7TH AVENUE, FOR 1ST AVENUE BETWEEN VAN BUREN STREET AND WASHINGTON STREET, AND JEFFERSON AND WASHINGTON STREETS BETWEEN 1ST AND 7TH AVENUES, AS STATE SECONDARY HIGHWAY NO. 223.

AT THIS MEETING THE COUNCIL APPROVED THE PLAN TO MAKE A ONE-WAY COUPLE OF JEFFERSON AND WASHINGTON STREETS, WITH WASHINGTON TO BE USED FOR NORTH-BOUND TRAFFIC BETWEEN 13TH AND 1ST AVENUES, AND JEFFERSON TO BE USED FOR SOUTH-BOUND TRAFFIC.

THE EXCHANGE, AS I UNDERSTAND IT, WOULD FIT IN WITH PROPOSED FUTURE DEVELOPMENT OF RIVER CROSSING NORTH OF THESE TWO STREETS, TO CONNECT WITH INTERSTATE 105.

IT WILL BE APPRECIATED IF YOU COULD PRESENT THIS PROPOSAL TO THE HIGHWAY COMMISSION AND WE WOULD BE MOST HAPPY TO APPEAR OR PROVIDE WHATEVER INFORMATION YOU FEEL IS NECESSARY AT THE HIGHWAY COMMISSION'S PLEASURE. THANK YOU FOR YOUR COOPERATION IN THIS REGARD.

VERY TRULY YOURS,

HUGH MCKINLEY
CITY MANAGER

J

RECEIVED
OCT 28 1960
OREGON
STATE HIGHWAY COMMISSION

EUGENE

Green to be established as Hwy 223

FAI 105

COUNTRY CLUB RD.

FAS 219

To Junction City

AMH

EUGENE RAILROAD

GRAND ST.

FLORAL AVE

CHESHIRE AVE

CLARK AVE

BUREN ST.

CEDAR ST.

1ST AVE

2ND AVE

3RD AVE

9TH

5TH

6TH

7TH

PACIFIC HIGHWAY

11TH

12TH

13TH

JUNCTION CITY - JACKSON

VAN BURIEN

ADAMS

S.P.CO.R.R.

FAS 229

Central Business District

BROADWAY

FILLMORE ST.

ALMADEN

TAYLOR

POLK

TYLER

MONROE

MADISON

JEFFERSON

WASHINGTON

LAWRENCE

LINCOLN

CHARNELTON

PIERCE ST.

FILLMORE ST.

CHAMBERS

Slough

FARMERS LANE

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November 20, 1956

Oregon State Highway Commission

Gentlemen:

Under date of October 16 the Secretary furnished you a copy of a letter from the Santa Clara Grange in which they bring up again the matter of constructing overpasses at Jefferson and Washington Streets in Eugene, which would be a portion of the Junction City-Eugene Secondary Highway generally known in that area as the North River Road.

Some two or three years ago you tentatively earmarked $700,000 of funds with which to cooperate on a fifty-fifty basis with the City of Eugene to construct the overpasses which would form a one-way street couplet. The City of Eugene was unable to raise its share of the funds, the project fell through, and the funds later were transferred to the Willamette River bridge at Springfield. Consequently, there are no funds at this time which could be utilized for the construction of the requested overpasses and, furthermore, it is quite evident that the City of Eugene is in no position to cooperate even though the State did have the money.

I suggest that this matter be tabled pending the formulation of a new program in the future when the City may be in a position to participate.

Very truly yours,

W. C. Williams
State Highway Engineer

WCW:hi

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3-16

MISC. CONTRACTS and
AGREEMENTS No. 1635

Salem, Oregon
May 18, 1955

Mr. R. H. Baldock
State Highway Engineer
O f f i c e

Attached hereto are three conformed copies of an agreement with the Lafferty Warehouse Company covering the footings and columns built in their warehouse to support the future Jefferson Street overcrossing.

The original of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the Lafferty Warehouse Company, Eugene, Oregon.

Secretary

RH
Attach: 3

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 11, 1955

To: Mr. R. L. Porter
Right of Way Engineer

SUBJECT: W. H. Donner
4th and Washington
Washington-Jefferson Couplet
Eugene

NC
W. C. WILLIAMS

L

You will shortly receive a request to purchase some property on the corner of 4th and Washington Streets in the City of Eugene.

This matter was stirred up by H. G. Smith, who had some information to the effect that the owner of the property, W. H. Donner, intended to construct a building on or near the portion which we would need for right of way, and it was his instruction that we attempt to make the acquisition at this time to prevent development.

Forrest Cooper
Ass't. Construction Engineer

FC:jv

cc: W. C. Williams

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APR 26 1955
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I-105-4(113)-17

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April 26, 1955

Mr. Robert A. Finlayson
City Manager
Eugene, Oregon

Dear Sir:

I submitted to you July 22, 1954 three copies of a "Feasibility Study, Washington-Jefferson Streets Overcrossing of Southern Pacific Company Line, Eugene, Oregon." Subsequently, the City and the State Highway Commission extended the original survey to include the following:

1. A connection to the River Road at Bauer Lane easterly along the riverbank to a connection with Washington and Jefferson Streets;

2. Extending from this connection at Washington and Jefferson Streets southeasterly to a connection with the Ferry Street overpass at Fourth Avenue;

3. A connection with the River Road at the end of Roosevelt Boulevard to the proposed connection along the riverbank near its intersection with Grand Street.

I am now pleased to submit to you three copies of a report entitled "Continuation of Feasibility Study, Washington-Jefferson Streets Overcrossing of Southern Pacific Company Line and With Special Reference to Northern Extension to River Road via Dike Road Compared to First Street-Railroad Boulevard, Eugene, Oregon."

Briefly reviewing, the City deposited with the State an amount of $1,250 for its share on the first survey for half the cost of the study and you were refunded $570.05 on February 20, 1955. With respect to the present study you deposited with us $1,500 on the supplementary study for half of the total cost and you were refunded $124.06 on March 13, 1955.

I wish to reiterate that the State Highway Commission at its meeting of September 23-24, 1954 approved participation in the supplemental study and stipulated that it would not program in excess of $700,000 for the construction of the Jefferson-Washington Streets overpasses and their connections to the River Road. You will note that this over-all project in the supplemental report amounts to $1,734,500.

Very truly yours,

R. H. Baldock
State Highway Engineer

Enclosures

cc Mr. W. C. Williams
Mr. H. G. Smith
Mr. F. B. Crandall
Mr. Tom Edwards

JAH:jr lg

6985

Continuation of

FEASIBILITY STUDY
Washington-Jefferson Streets Overcrossing
of
Southern Pacific Company Line
and
With Special Reference to
Northern Extension to River Road via
Dike Road Compared to First Street
Railroad Boulevard
Eugene, Oregon

Proposed By
Oregon State Highway Department

April, 1955

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FOREWORD

On July 20, 1954 a report entitled "Feasibility Study Washington-Jefferson Streets Overcrossing of Southern Pacific Company Line, Eugene Oregon" was prepared and submitted to the City of Eugene and the Southern Pacific Company for review and consideration. September 15, 1954, the City of Eugene requested the State Highway Department to extend the Feasibility Study with reference to the northern extension of River Road by way of Dike Road as compared to the northern extension of River Road by way of First Avenue and Railroad Boulevard as studied in the original report. The City likewise requested the study of the feasibility of extending a connection at Washington and Jefferson Streets southeasterly to the Ferry Street Overcrossing of the Southern Pacific Company Line at Fourth Avenue; to study the feasibility of a connection between the proposed Dike Road and Roosevelt Boulevard near its intersection with Grand Street, and to study the possibility of a bridge across the Willamette River at Washington-Jefferson Streets Extended.

The continuation of the Feasibility Study is merely an enlargement of recommendations as contained in the Technical Report No. 52-3 "Eugene-Springfield Area Origin-Destination Study and Route Analysis, 1951".

CONCLUSIONS AND RECOMMENDATIONS

As was pointed out in the initial report, it is concluded that an excessive amount of delay and inconvenience is being encountered by motorists at the Van Buren Street crossing of the Southern Pacific Company.

It was recommended in the initial report that two parallel two-lane one-way viaducts (Exhibit "A", C-D) be constructed over the Southern Pacific Company's railroad immediately adjacent to Jefferson and Washington Streets. It is recommended at this time that a northerly extension from First Avenue at Washington and Jefferson Streets (C) be effected by Dike Road to a connection with River Road in the vicinity of Bauer Lane (F).

The cost of the improvement of the two foregoing recommendations, (F-E-C-D) including rights of way and construction is estimated to be $1,734,500. These recommendations are made without regard to jurisdiction or to the responsibilities for construction costs.

PROJECTS STUDIED

Previous Projects Studied

The initial report covers in considerable detail costs, benefits, and other data instant to the overcrossing structures, the improvement of First Avenue, Van Buren-Washington Street Section (B-C), Railroad Boulevard, City Limits-Van Buren Street Section (A-B), and an economic analysis of same. It was found in the preliminary report that the over-all project of improving Railroad Boulevard, First Avenue, Washington and Jefferson Streets (Exhibit "A", Section A-B-C-D) between the north city limits of Eugene (A) and Seventh Avenue (D) can be accomplished for the following capital outlay:

Section A-B-C-D	
Structures	$ 426,000
Grading and Paving	219,500
Right of Way	560,000
Traffic Control	21,000
Total	$1,226,500

River Road (F-A)

To make the analysis of Dike Road directly comparable to the previous analysis, it is first necessary to extend the limits of the previous improvement northerly on River Road at the City Limits (A) to Bauer Lane (F). Such improvement calls for four lanes of traffic and the cost is summarized as follows:

Section F-A	
Structures	$ - -
Grading and Paving	190,000
Right of Way	150,000
Traffic Control	10,000
Total	$350,000

Dike Road (F-E)

Dike Road project, shown on Exhibit "A" from River Road at Bauer Lane (F) to Washington and Jefferson Streets Extended near the Willamette River (E), contemplates development of four lanes of moving traffic. The alignment as shown on Exhibit "A" is laid to facilitate eventual extension of Dike Road north adjacent to the west bank of the Willamette River. The connection with the proposed Roosevelt Boulevard route (A-J), to be developed at some time in the future, is designed for Dike Road to overpass Roosevelt Boulevard legs, with the latter depressed. Such proposal for traffic interchange would not be flooded unless a stage of over 12 ft. at the Ferry Street gauge was reached. With the present flood control storage, this stage should be very infrequent.

The over-all right-of-way cost of this project is some $321,000. The right-of-way appraisal for this unit of work was made in the first instance to cover the cost of the actual rights of way needed plus an allowance for severance damages and access costs for the property affected, which amounted to some $232,000. The additional right-of-way cost ($89,000) reflects the added amount required to purchase all private land between Dike Road and the Willamette River at the first taking, and eliminating the need for private access from the north. Such excess land, it has been anticipated, could be used for development of recreational facilities later on when grade separation structures are built. The cost to accomplish the work as outlined hereinabove for Dike Road between River Road near Bauer Lane (F) and Washington-Jefferson Streets Extended near the Willamette River (E) is as follows:

Section F-E	
Structures	$ - -
Grading and Paving	244,000
Right of Way	321,000
Traffic Control	5,000
Total	$570,000

Washington-Jefferson Street Extension, First Avenue-Dike Road Section (E-C)

This unit of work is merely an extension of the Jefferson-Washington Street one-way couplet northerly to form a connection to Dike Road, or from First Avenue (C) to the Willamette River (E) and such can be accomplished for:

Section E-C	
Structures	$ - -
Grading and Paving	49,000
Right of Way	95,000
Traffic Control	- -
Total	$144,000

First-Fourth Avenue Connection (E-G)

This project is from an extension of Washington and Jefferson Streets at its junction with Dike Road (E) southeasterly to the Ferry Street Bridge Approach Underpass (G) at Fourth Avenue. This unit was studied for future integration with the aforementioned projects. Such work contemplates four lanes of moving traffic on the main route and a two-lane connection to Washington Street via First Avenue (C). The other work considered in developing an estimate of cost for this particular project is the inclusion of a structure on Washington Street (E) with ramp for northbound connection to Dike Road. The Jefferson Street structure (E) and the ramps to the proposed Willamette River Bridge are omitted from this estimate and are considered in future construction under the discussion for the Proposed Willamette River Crossing.

Off and on connections feeding into First Avenue at Washington Street and connections to the City Park were considered, as was an off-ramp from Ferry Street Bridge Approach (G) to Fourth Avenue and an on-ramp from Fourth Avenue to the Ferry Street Bridge Approach (G). However, this latter on-ramp should not be considered until such time as the Ferry Street Overcrossing (H) of the Southern Pacific Mainline can be modified to include the southbound direct connection to Mill Street which overcrosses Sixth and Seventh Avenues (US99). The cost of this project is considered as future construction.

The cost of the work outlined on the preceding page can be summarized as follows:

Section E-G	
Structures	$ 255,000
Grading and Paving	325,000
Right of Way	450,000
Traffic Control	5,000
Total	$1,035,000

Section H	
Structures	$150,000
Grading and Paving	- -
Right of Way	100,000
Traffic Control	- -
Total	$250,000

Roosevelt Boulevard (A-J)

An estimate for extending Roosevelt Boulevard from a connection with River Road (A) to Dike Road (J) in the vicinity of Grand Avenue was considered for the purpose of developing cost and future integration of such project with the Dike Road Proposal. This project includes the Underpass Structure and the excavation for the fill for Dike Road to provide the opening for it, as was mentioned previously under the discussion for Dike Road. This particular project can be accomplished for the following capital outlay:

Section A-J	
Structures	$ 75,000
Grading and Paving	118,000
Right of Way	101,000
Traffic Control	4,500
Total	$298,500

Willamette River Bridge and Connections (E)

This unit embraces connecting ramps and a proposed bridge across the Willamette River at the foot of Washington and Jefferson Streets (E). It includes a structure on Jefferson Street over Dike Road but not the corresponding structure on Washington Street which was made a part of the First-Fourth Avenue Connection (E-G). This work is proposed for execution at some future date. It is estimated that work could be accomplished at this location as follows:

Section E	
Structures	$670,000
Grading and Paving	145,000
Right of Way	- -
Traffic Control	1,000
Total	$816,000

ECONOMIC ANALYSIS

The original Feasibility Study developed a cost benefit ratio as between the improvement of Railroad Boulevard, First Avenue, Washington-Jefferson Street Overcrossing, between the Eugene City Limits (A) and Seventh Avenue (D) as compared with the existing routing between Eugene City Limits via Railroad Boulevard, Van Buren Street, Blair Boulevard, and Sixth and Seventh Avenues to Washington Street. In the development of cost benefit ratios for the studies as contained herein, they are not directly comparable with the cost benefit ratio as previously developed because different termini have now been established.

The two projects compared with the existing route in this Supplemental Feasibility Study are:

(1) The improvement of Dike Road and Washington-Jefferson Overcrossing couplet (F-E-C-D) from Bauer Lane and River Road to Seventh Avenue at Washington and Jefferson Streets; and

(2) The improvement of River Road, First Avenue and Washington-Jefferson Overcrossing couplet between Bauer Lane and Seventh Avenue (F-B-C-D).

These are compared with the existing routing via River Road, Railroad Boulevard, Van Buren Street, Blair Boulevard, and Sixth and Seventh Avenues to Washington Street. The summary of cost of these two projects can be made as follows:

Dike Road and Overcrossings F-E-C-D	
Structures	$ 426,000
Grading and Paving	411,500
Right of Way	876,000
Traffic Control	21,000
Total	$1,734,500

Railroad Blvd.-First Avenue and Overcrossings F-B-C-D	
Structures	$ 426,000
Grading and Paving	409,500
Right of Way	710,000
Traffic Control	31,000
Total	$1,576,500

Correlating the foregoing cost figures in an economic analysis of the two projects, that is integrating Capital Cost, Maintenance Cost, Operating Cost with Mileage Element Savings, Time Element Savings, et cetera, shows a composite benefit quotient of 4.138 would be developed for Dike Road, Washington-Jefferson Overcrossing improvement and a quotient of 2.168 would be realized from the improvement of River Road and First Avenue coupled with the Washington-Jefferson Overcrossing improvement. Salient features of the analysis are summarized as follows:

Dike Road and Overcrossings F-E-C-D		Railroad Boulevard-First Avenue and Overcrossings F-B-C-D	
Total Capital Cost . . .	$1,734,500	Total Capital Cost . . .	$1,576,500
Total Annual Cost	90,923	Total Annual Cost	82,955
Total Annual Benefits . .	376,195	Total Annual Benefits . .	179,827
Benefit Quotient	4.138	Benefit Quotient	2.168

It is pointed out from the benefit quotients derived that the most optimum project from the standpoint of public usage would be the construction of the $1,734,500 project on Dike Road coupled with the Washington-Jefferson Overcrossing structures.

Although a cost benefit ratio is only developed for the two comparable projects, Exhibit "A" is a map showing the over-all area of study, cost estimates for individual projects and certain recapitulation of combined cost for the accomplishment of several different projects.

IMPLEMENTATION OF PROJECT

Re-establishing Routing of Junction City-Eugene Highway

The Junction City-Eugene Highway (Highway No. 223), within the City of Eugene from the north city limits, traverses Railroad Boulevard, Van Buren Street and Blair Boulevard to Seventh Avenue. That portion of this routing outside as well as within the City should be deleted from the State Secondary Highway System if the Dike Road Proposal is adopted. This is a distance from the intersection of Dike Road and River Road to Seventh Avenue and Blair Boulevard of 1.46 miles.

It would then be necessary to add to the Junction City-Eugene Highway (Highway No. 223) that portion of Dike Road from River Road at Bauer Lane to and including Washington and Jefferson Streets at First Avenue, a distance of 1.28 miles, and that portion of Jefferson Street and Washington Street utilized for purposes of overcrossing viaducts between First Avenue and Fifth Avenue and the two streets proper between Fifth Avenue and Seventh Avenue, a distance of 0.45 miles--a total distance of 1.73 miles.

If the State, County and City authorities agreed to this plan, it would mean an addition to the State Secondary Highway System of 0.27 miles.

Agreement

As stated in the original study, it would be necessary to carry out the plan for the City and the County to request the State Highway Commission to change the designated routing of the Junction City-Eugene Highway within and outside the corporate limits of the City of Eugene. It would also be necessary for the City and

State to enter into a written agreement covering the several phases of this work:

(1) Establishing certain streets as one-way routings

(2) Providing for the closure of certain streets

(3) Setting forth the division of cost

(4) Responsibilities of both parties before the final consummation of construction of the over-all $1,734,500 project.

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April 25, 1955

Oregon State Highway Commission

Gentlemen:

At the Commission's meeting of September 23-24, 1954, it approved participation with the City of Eugene in a supplemental study of the feasibility of constructing the Washington-Jefferson Street Overcrossing of the Southern Pacific Company line with special reference to the northern extension to River Road via Bike Road compared with improvement of Railroad Boulevard-First Street. I hand you herewith a supplemental report on this study.

At the time of the original study and your authorization for participating with the City in a continuing study, it was set forth that the Commission would not participate with the City in any project or combination of projects in excess of $700,000. The work as outlined in this report calls for a total expenditure of $1,734,500.

I have submitted copies of this report to the City of Eugene. After they have had an opportunity to review it, I will meet with the City and present to you at a later date concrete recommendations with respect to the over-all study.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attachment

cc Mr. F. B. Crandall
Mr. H. G. Smith

JAH:jr lg

RECEIVED
MAR 31 1955
FOR FILING

Salem, Oregon
March 30, 1955

Mr. J. Al Head

Continuation of the Feasibility Study for the Washington-Jefferson Streets Overcrossing of the Southern Pacific Company Line with reference to the northern extension to River Road by way of the Dike Road in comparison to the northern extension by way of First Street and Railroad Boulevard:

(1) Show the comparative distances, costs and benefits of the two roads.

(2) Point out the possible future connections to the Ferry Street Bridge near the Mill Street overpass.

(3) Point out the possibility of making a connection from the Dike Road to a bridge across the Willamette River at Jefferson-Washington Streets extended.

(4) In the accompanying letter to the City point out the fact that the City deposited a check for $1,250 on the first survey for one-half the cost of the study and that they were refunded $570.05 on February 20; likewise, they put up $1,500 on the second survey and they were refunded $124.26. Also, tell them the Highway Commission has only agreed to put up $700,000 for the construction of the Jefferson-Washington Streets overpasses and the connection to River Road.

R. H. Baldock

[redacted]

cc Mr. W. C. Williams

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MAR 10 1955
FOR FILING

Salem, Oregon
March 9, 1955

MEMORANDUM TO FILES

Status of Washington Street and Jefferson Street project in Eugene

An agreement was entered into with the City of Eugene on March 9, 1954 for a reconnaissance survey to cover grade separations at Washington and Jefferson Streets in Eugene. The City agreed to pay half of the cost of the the survey and deposited with the State a check for $1,250 on March 12, 1954. This original survey covered a project on Jefferson Street and Washington Street extending from Seventh Avenue northward to Cheshire Avenue, which is two blocks north of First Avenue, and a connection between Washington Street on the east following along First Avenue to its junction with Railroad Boulevard and thence to a junction with River Road.

This survey was completed and reports submitted to the City of Eugene and to the Southern Pacific Company on July 20, 1954. The estimated cost of the project was

Construction cost	$ 666,500
Right of way	560,000
	$1,226,500

On September 15, 1954 the City requested an extension of the survey to include

(1) a connection to the River Road at Beaver Lane easterly along the riverbank to a connection with Washington and Jefferson Streets;

(2) extending from this connection at Washington and Jefferson Streets southeasterly to a connection with the Ferry Street overpass at Fourth Avenue;

(3) a connection with the River Road at the end of Roosevelt Boulevard to the proposed connection along the riverbank near its intersection with Grand Street.

Item 1 of this extended survey is to replace the proposal for the development of First Avenue and Railroad Avenue because of the probability of spur tracks from the railroad crossing these structures.

NOTED
G. S. PAXSON

The Highway Commission approved this extended survey if the City would pay half of the cost of the survey not to exceed $1,500.

The Highway Commission also advised the City that the new connection near Bauer Lane would be more expensive than the First Avenue-Roosevelt Boulevard connection and that the State would only program $700,000 as its share of the project on the grounds that the original connection could have been made with the State expenditure of not to exceed $700,000.

The City deposited a check in the amount of $1,500, to cover the extended survey, on October 20, 1954.

The extended survey is covered in a report "Reconnaissance - Bike Road and First-Fourth Connection, Prepared in January of 1955." This report shows estimated cost for the project requested by the City as follows:

Construction cost	$1,466,185
Right of way	1,236,000
Total	$2,702,185

This report has not as yet been sent to the City.

At the Commission meeting on March 3 and 4, 1955 the Commission authorized a construction of footings and columns for a bent of the future Jefferson Street overcrossing which is to be placed within the area to be occupied by a new warehouse building lying to the east of Jefferson Street. These footings and columns are estimated to cost $1,200.

G. S. Paxson

GSP:gm

cc J. A. Bond

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MAR 15 1955
FOR FILING

I-105-4(113)197

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Copies Referred To:
Maint
Traffic
Engineering

Salem, Oregon
March 10, 1955

Jefferson Street Overcrossing
in Eugene

Mr. C. W. Enfield
Chief Counsel

We have scheduled on the tentative program the construction of an overpass of the Southern Pacific railroad tracks replacing the present grade crossing on Jefferson Street in Eugene. This overcrossing will be built on a strip of property lying immediately to the west of Jefferson Street. The property adjacent to the railroad track is owned by the Lafferty Warehouse Company, and they have a permit from the City of Eugene to extend their present building across this property. They have agreed to build the building so that it will be under the proposed viaduct. We are not now in a position to deal with them for right of way as the project has not been authorized for construction.

At the last meeting of the Highway Commission we were authorized to build the footings and columns for a bent which will be placed in the area to be occupied by the warehouse. These footings and columns are to be built at the same time that the warehouse building is constructed. We have agreed with the contractor who is building the warehouse to build these footings and columns. An agreement between the State and the Lafferty warehouse people should be prepared setting forth that, when the right to cross over this property is acquired, the value of the columns and footings which we are now constructing will not be considered as an item in the value of the property over which we are crossing. I am attaching hereto copies of the plans for the footings and columns which can be made a part of the agreement and I have written to Mr. Reeder, as per the attached letter, to supply the name of the legal owner and a description of the property.

GSPigm
Encl.

G. S. Paxson

cc P. M. Stephenson

NOTED
G. S. PAXSON

RECEIVED
MAR 15 1955
FOR FILING
I-105-4(11)107
6985

Salem, Oregon
March 9, 1955

Mr. Barry Reeder
2191 E. 15th Street
Eugene, Oregon

The Lafferty warehouse occupies the property between Washington Street and Jefferson Street on the south side of the Southern Pacific Company's railroad tracks. We need to know the name of the legal owner of the property and the description of the property as it appears on the Lane County records.

This is for use in preparing an agreement. Will you please obtain this information for us as soon as practical. The agreement in question will have to do with the westerly 50 or 60 feet of the property fronting on Jefferson Street, and, if the property is listed by lot and block, we should know which of the lots would appear in this part of the property.

G. S. Paxson

GSP:gm

cc C. W. Enfield

NOTED
G. S. PAXSON

RECEIVED
MAR 14 1955
FOR FILING

I-105-4(11)21
C-485

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 9, 1955

SUBJECT:

To: Mr. Tom Edwards
Division Engineer
State Highway Department
Roseburg, Oregon

Dear Sir:

In March 1954 the Department entered into an agreement with the City of Eugene for a reconnaissance survey on the Jefferson-Washington Street Plan in Eugene. The estimated cost of the survey was $2,500.00, and the City made a deposit of $1,250 for their share. Because of the fact that several different departments took part in the preparation of the agreement and plans, no one issued an Order to Render Service or requested a Final Billing on the survey, prefix 220-1475.

Will you please have someone prepare a "Request for Outside Billing" in order that this matter might be cleared up on our books.

Very truly yours,

H. G. Smith
Construction Engineer

By Edwin A. Pease

Edwin A. Pease
Construction Office Engineer

EAP:of

cc to: J. C. Chapman
G. S. Paxson

NOTED
G. S. PAXSON

RECEIVED
FEB 24 1955
FOR FILING

I-105-4(113)117

6485

Salem, Oregon
February 21, 1955

Washington and Jefferson Streets
in Eugene

Cross Reference to:
Grant
Grafton
Location Survey

Mr. Forrest Cooper

The plan for the separation of grades at the railroad crossings on Washington Street and on Jefferson Street in Eugene places these crossings off of the present streets in order that they may be left open on each side of the crossing to service the adjacent property. This will involve the building of the structures over the property occupied by the H. E. Lafferty & Son warehouse. The Lafferty's are now building an extension of their warehouse on the property facing Jefferson Street, over which our structure is to be built.

I conferred with Mr. Paul Lafferty and with Mr. J. C. Chapman Friday and gave Mr. Lafferty the maximum elevation to which the roof of his building extension should be built. Based upon an assumed elevation of 420.6 for the top of rail at the Jefferson Street crossing, the elevation of his roof should not exceed 441.51. The center line of the new project should be located 19 feet to the east of the property line on the east side of Jefferson Street and 19 feet to the west of the west property line on Washington Street. This will allow us to build a 26-foot roadway structure with a 3½-foot sidewalk, and keep the extreme outside edge of the structure 1'-6" inside of the present property lines.

I left copies of the preliminary plan and profile with Mr. Chapman and Mr. Cooper is now getting out a survey order for the location survey. In this location survey we will need all of the customary information to present the matter to the Public Utilities Commissioner. This will include the station of intersection of the highway and railroad center lines, both on Washington and Jefferson Streets, and the angle between the center lines, and a profile of the railroad track from approximately one-half block east of Washington Street to one-half block west of Jefferson Street. We will also need very detailed data on the present Lafferty building and the extension to the building which is now under construction. We should also have sections through the portion of the building facing Washington Street which will be under our structure, as it will be necessary to remove the present roof and rebuild it to get adequate clearance for the new structure.

NOTED
G. S. PAXSON

Although this project is scheduled for several years in the future, we hope to be able to build the column footings which will come inside of the warehouse extension on Jefferson Street while the new building construction is under way, thus getting away from the necessity of building inside the warehouse later on. It would be helpful if this location could be made as soon as practical.

G. S. Parsen

GSP:gm

cc Tom Edwards
J. C. Chapman
P. H. Stephenson

Mr. Chapman: At our conference Friday I told you the line should be 18 feet inside the property line. After considerable study, it appears that it is advisable to build a sidewalk on the structure, and the center line should be 19 feet inside the property line to accommodate this sidewalk.

G.S.P.

RECEIVED
FEB 9 1955
FOR FILING
I-105-4(11)177
6785

February 8, 1955

Oregon State Highway Commission

Re: Eugene Grade Separation

Gentlemen:

A project known as the Eugene Grade Separation is included in the five-year program. This project is estimated to cost $1,400,000 to be financed equally by the State and by the City of Eugene. The State's share in the amount of $700,000 is tentatively carried in the Federal Aid Urban program with 1958 funds available for constructing in July of 1956.

The project includes two overcrossing structures carrying Washington and Jefferson Streets over the Southern Pacific Company's tracks. In order to eliminate grade change damage, these structures will be built alongside the existing street. In order to cut down right-of-way costs, it is proposed that the present owner of the property immediately adjacent to the tracks be allowed to use the space under the viaducts, with the State retaining the right to build over the property.

Mr. Lafferty, the owner, now wants to build a extension of his warehouse which will be under the viaduct on Jefferson Street. Columns supporting the viaduct will be inside of the proposed building. If these columns can be built during the construction of the building, a very considerable amount of damage will be avoided.

It is estimated that the cost of the footings and the columns up to the floor level will cost $1,800. I am recommending that authority be given to construct the footings and column sections at this time to avoid future damages.

Very truly yours,

R. H. Baldock
State Highway Engineer

GSP:gm

RECEIVED
FEB 9 1955
FOR FILING

I-105-4(11)177

6785

February 8, 1955

Oregon State Highway Commission

Re: Eugene Grade Separation

Gentlemen:

A project known as the Eugene Grade Separation is included in the five-year program. This project is estimated to cost $1,400,000 to be financed equally by the State and by the City of Eugene. The State's share in the amount of $700,000 is tentatively carried in the Federal Aid Urban program with 1958 funds available for constructing in July of 1958.

The project includes two overcrossing structures carrying Washington and Jefferson Streets over the Southern Pacific Company's tracks. In order to eliminate grade change damage, these structures will be built alongside the existing street. In order to cut down right-of-way costs, it is proposed that the present owner of the property immediately adjacent to the tracks be allowed to use the space under the viaducts, with the State retaining the right to build over the property.

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It is estimated that the cost of the footings and the columns up to the floor level will cost $1,200. I am recommending that authority be given to construct the footings and column sections at this time to avoid future damages.

Very truly yours,

R. H. Baldock
State Highway Engineer

CSP:gm

1695

FORM E-90X 37½ 2-54 78730

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 7, 1955

SUBJECT:

To:

Mr. P. M. Stephenson
Bridge Engineer
O f f i c e

Dear Sir:

It is proposed to build overcrossings of the S.P.R.R. main line tracks at Washington and Jefferson Streets in Eugene, the Washington Street crossing for north bound traffic and the Jefferson Street crossing for south bound traffic. In order that the streets, except for the crossing of the railroad right of way, may be kept open for traffic the viaducts will be built parallel to the streets, west of Washington Street and east of Jefferson.

The warehouse of R. E. Lafferty & Son lies just south of the tracks and between Washington and Jefferson Streets and at the present time they want to extend it to the west using property on which the overcrossing would be built.

It is proposed at this time to build two footings and two column stubs before the extension of the warehouse is built in such a position and of sufficient size so that they will form a part of the overcrossing viaduct when it is built.

These columns are to be on the longitudinal center line of the warehouse which is 120' wide; thus, the two adjacent span lengths will be about 65' each. Because of the spacing of the warehouse and tracks, no regular span lengths can be used in the viaduct when it is finally designed. Steel beams will be used because it will be impractical to erect falsework for concrete forms through the warehouse.

The purpose of this study was to determine the size of the footings and the depth of the beam span which will determine the height of the roof of the new addition to the warehouse. A beam depth of 4', including the deck, will be sufficient, so, in order to provide for painting and maintenance of the steel beams, the roof should be at least 5' below the finished grade of the viaduct.

The east column of the bent through the proposed annex will be as close as practicable to the existing wall and the footing will extend under

the present wall footing. In order to reduce the undermining of the wall to the least possible extent a rectangular footing will be used. A sufficient area for a spread footing using a bearing value of 2½ tons per square foot would be 5'-6" x 9'-0".

The west column can be founded on a footing 7'-0" x 7'-0". The bottoms of these footings will be 5'-0" below the present ground surface and the columns will be built 6" above the floor of the annex. Column steel will project 20 diameters above the top of concrete and the column stub and steel will be housed in a neat wooden case.

The quantities involved will be

30 cubic yards of excavation,	at $ 5.00 equals	$ 150.00
11 cubic yards of concrete,	at 50.00 equals	550.00
1,200 lbs. of reinforcing steel,	at 0.13 equals	156.00
		$ 856.00
Plus shoring and cribbing allowance of		250.00
		$1,106.00

Very truly yours,

Robert T Stanley

R. T. Stanley
Bridge Design Engineer

RTS:skt

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11 cubic yards of concrete,	at 50.00 equals	550.00
1,200 lbs. of reinforcing steel,	at 0.13 equals	156.00
		$ 856.00
Plus shoring and cribbing allowance of		250.00
		$1,106.00

Very truly yours,

Robert T Stanley

R. T. Stanley
Bridge Design Engineer

RTS:skt

RECEIVED
FOR FILING

I-105-4(113)177
6985

Cross Referenced To:
Mount
Dalton
Eugene

Salem, Oregon
January 12, 1955

Vicinity Map and Cost Estimates
Washington and Jefferson Streets
Overcrossing, Feasibility Study
Eugene

J. C. Chapman
Resident Engineer
State Highway Department
2141 East 15th Street
Eugene, Oregon

W. C. WILLIAMS

I hand you herewith two maps which are reproductions of the ones contained in our July 1954 report on the above subject. We have summarized on the map cost estimates for the several sections.

Certain revisions in the cost estimates should be made to conform with the September 1954 meeting between Mr. Baldock and the City of Eugene, and these are that $25,000 for riprapping should be added to the grading and paving cost for Section F-E, and that $15,800 in contingency money should be added to the over-all Section F-E-C-D making this total $1,600,000. I suggest that we add the $15,800 in contingencies to the grading and paving costs on Section F-E. This then will keep changes to a minimum in previous cost estimates submitted and used.

On the map attached I believe sufficient allowance has been made for you to draw thereon the street network easterly to and including the Mill Street Overcrossing.

(For) F. B. Grandall
Traffic Engineer

Attachment
JAH:mp
cc: W. C. Williams
Forrest Cooper
Tom Edwards

RECEIVED
FOR FILING

I-105-4(113)197
6985

Cross Referenced To:
Project
Traffic
Eo Surveys

Salem, Oregon
October 21, 1954

State-City Agreement covering
Reconnaissance and Feasibility
Study - Eugene

C. W. Enfield
Chief Counsel
Office

ATTENTION: Owen E. McAdams, Jr.
Assistant Attorney

This will acknowledge receipt of your letter of October 19th, returning to this office Mr. Crandall's letter of September 15th, on the same subject. It would be appreciated if you would now prepare the necessary form of agreement to prosecute the work as outlined in Mr. Crandall's letter of September 15th, in paragraphs 1, 2, 3 and 4. Subsequent to Mr. Crandall's letter of the 15th, this matter has been presented to the State Highway Commission at its meeting of September 23-24, at which time the Commission approved cooperative survey on a fifty-fifty basis with the City of Eugene withthe understanding that any construction cost in excess of $700,000 would be assumed by the City.

We have received and have on deposit, the City's 50 per cent share ($3,000) of this over-all survey. It is the intent that the State will prosecute this work, prepare report and submit it to the City at a total estimated cost of $2,000, the City and State to share equally in the cost of a study up to a maximum of $3,000, but in no instance will the City participate in the cost in excess of $1,500.

J. Al Head
Assistant Traffic Engineer

JAH:jr
Attachments

cc - W. C. Williams
Forrest Cooper

RECEIVED
OCT 22 1954
FOR FILING

Eugene

ROBERT A. FINLAYSON, CITY MANAGER

CITY OF EUGENE

OFFICE OF CITY MANAGER
EUGENE, OREGON

OCTOBER 20, 1954

MR. R. H. BALDOCK,
STATE HIGHWAY ENGINEER,
OREGON STATE HIGHWAY DEPARTMENT,
SALEM, OREGON.

DEAR MR. BALDOCK:

ENCLOSED HEREWITH YOU WILL FIND A WARRANT ON THE CITY OF EUGENE FOR $1500.00 TO COVER THE CITY'S PORTION OF THE COST FOR THE RECONNAISANCE SURVEY AND COST ESTIMATE FOR PROPOSED CONNECTORS AND INTER-CHANGERS AS DESCRIBED IN MY LETTER OF SEPTEMBER 15, 1954 AND SHOWN ON THE PLAN WHICH ACCOMPANIED THE LETTER.

VERY TRULY YOURS,

Robert A. Finlayson

ROBERT A. FINLAYSON,
CITY MANAGER.

ENCL.: CHECK

RAF:LG

City of Eugene check no. 31775 for $1500.00 to acctg Dev. 10-21-54 7Q mcy

NOTED
W. C. WILLIAMS

Copy made for
al Reid

RECEIVED
OCT 20 1954
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

October 19, 1954

SUBJECT: State-City Agreement covering Reconnaissance and Feasibility Study - Eugene

To: Mr. F. B. Crandall
Traffic Engineer
OFFICE
ATTN: Mr. Al Head

NOTED
W. C. Williams

Dear Sir:

In accordance with your request of this date, we are returning to you the letter of September 15, 1954 requesting a State-City agreement covering a reconnaissance and feasibility study for Eugene, together with a letter of the same date from the City Engineer of Eugene to R. H. Baldock.

In the event this agreement is again desired, please advise, forwarding the necessary data.

Very truly yours,

C. A. [illegible]
Chief Counsel
O. E. McAdams Jr.
Owen E. McAdams, Jr.
Assistant Attorney

OEMcA:MH

Encl. (2)

cc: Mr. Forrest Cooper
Mr. W. C. Williams

RECEIVED
OCT 14 1954
FOR FILING

I-105-4(113)197

6985

October 12, 1954

Mr. R. A. Finlayson
City Manager
Eugene, Oregon

Dear Sir:

Please refer to Mr. Baldock's letter addressed to you under date of September 30 relative to the City of Eugene cooperating in one-half the cost of a survey, which amount is not to exceed $1,500, for extension of the Washington and Jefferson Street surveys.

We are unable to proceed with the survey work until the City of Eugene advises of acceptance of the Commission's action and deposits $1,500.

Very truly yours,

W. C. Williams
Deputy State Highway Engineer

WCWims

cc Mr. R. H. Baldock

RECEIVED
OCT 1 - 1954
FOR FILING
I-105-4(113)197
6985

September 30, 1954

Mr. R. A. Finlayson
City Manager
Eugene, Oregon

Dear Mr. Finlayson:

With reference to your letter of September 15, advise that the Highway Commission is agreeable to paying one half the cost of a survey relative to a connection with the River Road at Bauer Lane, with the understanding that the City of Eugene will pay 50 per cent of the cost, not to exceed $1,500, but with the firm understanding that the Highway Commission will not pay more than $700,000 toward the connection between 6th and 7th Avenues and Bauer Lane, involving the building of separation structures on Washington and Jefferson Streets, it being the Commission's opinion that it would be possible to build this section using Railroad Avenue at not to exceed approximately $1,400,000.

The Highway Commission has no intention, however, of carrying on any of this work until late 1956 or 1957 when the federal funds for such work will be available.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi
cc Mr. W. C. Williams
Mr. H. B. Glaisyer

RECEIVED
SEP 22 1954
FOR FILING

1-105-41(2)
1-105

September 22, 1954

Oregon State Highway Commission

Gentlemen:

I am attaching hereto a copy of a letter from Robert A. Finlayson, City Manager of Eugene.

In order that you may be informed about the reasons for this letter, will call your attention to the fact that in the five-year program it appeared that it had been proposed to include in the 1958 federal-aid funds (available in the fall of 1956) $700,000 of urban moneys for the building of a two-lane grade separation on Jefferson Street and a two-lane grade separation on Washington Street to serve for a one-way traffic plan to separate the grade of the streets and the railroad in order to bring in the river road traffic to Eugene and eliminate the present two narrow street grade crossings. It has been estimated that the project would cost not to exceed $1.4 million and it has been tentatively assumed that the City would pay half of the cost. The attached map shows the two one-way streets.

The building of the structures on the rail line would eliminate paging grade-change dangers on the streets. It was planned that connection would be made on First Avenue, which would carry the traffic to and from River Road by means of First Avenue and Railroad Boulevard, as shown on the attached map.

I was advised that the City Council wished to discuss this matter with the view of getting it up for special election to raise the City's share of the cost. When I met with the Council, I found that the Planning Commission had called the City's attention to the fact that there are a number of light industries that wish to locate north of Railroad Boulevard and First Avenue and these industries want to have spur tracks connecting with the railroad which would cross First Avenue and Railroad Boulevard at grade. Since it would be foolish to put the money into grade-crossing elimination and then have grade crossings of spur tracks, the City proposed that connection be made at River Road up near Agate Lane and that a connection from Jefferson and Washington Streets be made along the river, as tentatively shown on the

attached map. I told them that I thought it would cost a great deal more to make this connection and, while it would be a better one than the one planned on First Avenue and Roosevelt Boulevard, it seemed to me that the additional cost should be borne entirely by the City of Eugene.

I estimated that the cost of the study to determine the cost of the project would be about $2,000 and stated that I would recommend to the Highway Commission that the State pay half if the City would pay half. In the attached letter they agree to pay up to $1,500 as their share of the cost of this study, but indicate that this survey and estimate would be the basis for planning a joint development to be financed by the City and the Highway Commission on an equal basis. I strongly recommend against any such arrangement, but, rather, would recommend that the City be advised that the State Highway Commission would pay not to exceed $700,000 on any plan to eliminate a grade crossing for the River Road traffic entering Eugene, such as could be done by using First Avenue and Railroad Boulevard, and that, if any further study is to be made of another route, it be done with the understanding that the Highway Commission would pay not to exceed $700,000 toward the project.

Very truly yours,

R. H. Baldock
State Highway Engineer

Enclosure

cc Mr. F. Cooper
Mr. J. Al Head

RHB:hi fp

V. E. JOHNSON, MAYOR

ROBERT A. FINLAYSON, CITY MANAGER

CITY OF EUGENE

OFFICE OF CITY MANAGER
EUGENE, OREGON

SEPTEMBER 15, 1954

MR. R. H. BALDOCK,
STATE HIGHWAY ENGINEER,
OREGON STATE HIGHWAY COMMISSION,
SALEM, OREGON.

DEAR MR. BALDOCK:

THE CITY COUNCIL AT THEIR MEETING ON SEPTEMBER 13, 1954, DIRECTED ME TO FORWARD THE ENCLOSED PLAN WHICH DEPICTS A CONNECTOR FROM THE RIVER ROAD IN THE VICINITY OF BAUER LANE TO THE FERRY STREET OVERPASS WITH APPROPRIATE INTERCHANGES TO ROOSEVELT BOULEVARD, JEFFERSON STREET, WASHINGTON STREET, A FUTURE BRIDGE OVER THE WILLAMETTE RIVER, CLARK STREET, CHESHIRE STREET AND THE FERRY STREET OVERPASS.

THE COUNCIL FURTHER DIRECTED ME TO INFORM YOU THAT THE CITY WOULD SHARE IN THE COST OF A RECONNAISANCE SURVEY AND COST ESTIMATE FOR THIS PROPOSED CONNECTOR AND INTERCHANGE PROVIDED THE COST TO THE CITY DOES NOT EXCEED $1500, AND THAT THIS SURVEY AND ESTIMATE WOULD BE THE BASIS FOR PLANNING A JOINT DEVELOPMENT TO BE FINANCED BY THE CITY AND HIGHWAY DEPARTMENT ON AN EQUAL BASIS.

INASMUCH AS THE PLAN IS TENTATIVE, THE HIGHWAY DEPARTMENT SHOULD FEEL FREE TO MODIFY THE PLAN IN ANY PARTICULAR THAT IS NECESSARY, HOWEVER, THE ALIGNMENT HAS BEEN PLACED TO AVOID THE PURCHASE OF EXPENSIVE DEVELOPED PROPERTY AND ANY MAJOR MODIFICATION IN ANY RESPECT SHOULD BE CLEARED IN MY OFFICE BEFORE PROCEEDING. NO ATTEMPT HAS BEEN MADE TO DIFFERENTIATE BETWEEN PRESENT AND FUTURE DEVELOPMENT.

IT IS REQUESTED THAT THE ESTIMATE OF RIGHT-OF-WAY AND CONSTRUCTION COSTS BE DIVIDED IN THE THREE FOLLOWING PHASES:

1. BAUER LANE ON RIVER ROAD TO WASHINGTON AND JEFFERSON STREET.
2. FOURTH AVENUE CONNECTION FROM FERRY STREET OVERPASS TO JEFFERSON STREET.
3. ROOSEVELT BOULEVARD FROM THE SOUTHERN PACIFIC RAILROAD TO THE PROPOSED RIVER ROAD CONNECTION IN THE VICINITY OF GRAND STREET.

LAND IN EXCESS OF THAT REQUIRED FOR HIGHWAY CONSTRUCTION NORTH OF THE CONNECTOR TO THE RIVER BANK AND BETWEEN SKINNER'S BUTTE PARK AND JACKSON STREET SHOULD BE APPRAISED SEPARATELY. ACQUISITION AND DEVELOPMENT OF THIS RIVER BANK FRONTAGE FOR PARK PURPOSES WILL BE ASSUMED BY THE CITY.

VERY TRULY YOURS,

Robert A. Finlayson

ROBERT A. FINLAYSON,
CITY MANAGER.

RECEIVED
SEP 16 1954

ENCL.: PLAN
RAF:LG

NOTED
AL HE

RECEIVED
FOR FILING
I-105-4(113) 197
6985

Salem, Oregon
September 15, 1954

Request to Prepare State-City Agreement Covering Reconnaissance and Feasibility Study - Eugene

C. W. Enfield
Chief Counsel
Office

I call your attention to an agreement made and entered into the 9th day of March, 1954 between the State and the City of Eugene covering a reconnaissance and feasibility study with respect to separation of rail and street traffic on Washington and Jefferson Streets in Eugene. This work has been prosecuted in accord with the agreement and final report submitted to the City at which time a secondary matter related to this agreement was brought up.

The City desires to extend the scope of the original reconnaissance and feasibility study to the end that preliminary plans and cost estimates are developed to determine alternate locations for a Dike Road between the foot of Jefferson and Washington Streets and in the vicinity of Bower Lane as it intersects the Eugene-Junction City Secondary Highway. It is estimated that a total of $1,000 will be needed to accomplish this work which will be done by the State Highway Department.

The City and State are also desirous of conducting a feasibility study and developing cost estimates for the proper location of the First-Fourth Connection between Mill Street and Jefferson Street. This work is estimated to cost a total of $1,000 and will be done by the State.

The third phase of the overall reconnaissance and feasibility study would be an integration of phases one and two mentioned above with the work already previously accomplished on Washington and Jefferson Streets and, further, that this work be integrated with a proposed bridge from the foot of Washington and Jefferson Streets.

The State will prosecute this work, prepare a report and submit it to the City at a total estimated cost of $2,000, the City and State to share equally in the cost thereof.

Mr. Baldock has contacted the State Highway Commission and obtained their permission to cooperate and would be pleased if you would prepare a form of an agreement so that it may be taken before the State Highway Commission at their meeting of September 23 and 24 for execution. The City Council of Eugene considered this matter on September 13 and took appropriate action to participate with the State.

F. B. Crandall
Traffic Engineer

JAE:hlh
cc: Forrest Cooper
W. C. Williams

RECEIVED
FOR Federal Land Data

I-105-4(113)197
6985

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 8, 1954

SUBJECT: Eugene City-State Agreement
Dike Road Location

To: Mr. R. H. Baldock
State Highway Engineer
O F F I C E

NOTED
State Highway Engineer

I checked with Mr. Enfield this date and he advises that we cannot continue in force the agreement that we entered into with the City the 9th day of March, 1954 which treated specifically with the feasibility study for the Washington-Jefferson Street Overcrossing to cover the survey for the Dike Road Location.

You asked that I remind you to contact your Commission and obtain approval from them to enter into an agreement with the City covering this work. I believe you wish to do this prior to Monday, September 13, which is the evening the City of Eugene Council meets and decides this issue. If you will advise me of your Commission's decision, I will, as you suggested, contact the Mayor on Tuesday, September 14 and determine the City Council's action. I will then transmit the necessary information to Mr. Enfield to have a form of an agreement prepared so that the Commission may sign it at the September 23-24 meeting.

Briefly, the new work contemplates a reconnaissance study in the development of cost estimates to determine alternate locations for a Dike Road between the foot of Jefferson Street and Bower Lane. One location would take the river bank route, the other location would take a route some distance removed therefrom so that park facilities could be developed adjacent to the river front. I believe Mr. Edwards stated that this work could be done for a total of $1,000 and would take 60 days.

The second half of our work with the City would embody detailed estimate location for the First-Fourth Connection and I believe Mr. Edwards stated he needed an additional $1,000 to cover this work and it could be accomplished in the same time period.

The third phase of the overall project would be an integration of the two above items and the ultimate extension of a bridge from Washington and Jefferson Street across the river integrating this in effect four-way intersection into a traffic interchange.

(Original returned. Need estimate of cost from Commission will then negotiate

J. Al Head
Assistant Traffic Engineer

JAH:hlh
cc: Forrest Cooper

6985

FEASIBILITY STUDY
Washington-Jefferson Streets Overcrossing
of
Southern Pacific Company Line
Eugene, Oregon

Proposed By
Oregon State Highway Department

July, 1954

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FOREWORD

In October of 1952, the Oregon State Highway Department in cooperation with the City of Eugene and others, published Technical Report No. 52-3, "Eugene-Springfield Area Origin-Destination Study and Route Analysis, 1951." As a part of that report, it was recommended as Proposal No. 5 that Jefferson and Washington Streets overcross the Southern Pacific Mainline between First Avenue and Fifth Avenue,and be established as a one-way street couplet.

In March of 1954, the State Highway Commission and the City of Eugene entered into supplemental agreement authorizing a reconnaissance survey to determine the feasibility and cost of a grade separation at the Jefferson and Washington Streets intersections with the Southern Pacific Company Railroad, for the purpose of eliminating the traffic conflict at the Van Buren Street intersection, the State Highway Department to conduct necessary studies and to prepare this report.

CONCLUSIONS AND RECOMMENDATION

It is concluded that an excessive amount of delay and inconvenience is being encountered by motorists at the Van Buren Street crossing of the Southern Pacific Company.

It is recommended that two parallel two-lane one-way viaducts be constructed over the Southern Pacific Company's railroad on Jefferson and Washington Streets. It is further recommended that Railroad Boulevard and 12th Avenue be improved to care for four lanes of traffic.

The cost of this improvement including rights of way and construction is estimated to be $1,226,500.

INTRODUCTION

Scope

The scope of this study is to determine the feasibility of constructing grade separation between rail and highway traffic on Jefferson and Washington Streets, utilizing them as a one-way couplet so as to minimize congestion on the Van Buren Street crossing of the Southern Pacific Company railroad. The over-all limits of this study (Refer Exhibit I, Page 15) are between the Eugene City limits (A) on Railroad Boulevard, and the intersections of Seventh Avenue with Jefferson and Washington Streets (D).

The improvement of Railroad Boulevard, First Avenue, Jefferson and Washington Streets (A-B-C-D) was studied with a view to integrating any improvement so developed with future work contemplated for a possible Willamette River crossing at Jefferson Street, future highway development along the bank of the Willamette River, and future extension of Roosevelt Boulevard overcrossing the Southern Pacific Company railroad.

Traffic Volumes

The attached sketch, Exhibit II, shows numerically existing and anticipated traffic volumes on a 1953 ADT base in the area affected by this study. It will be seen that Railroad Boulevard west and north of Van Buren Street presently accommodates 12,000 vehicles per day, and that the Van Buren Street grade crossing of the Southern Pacific Company railroad services some 10,000 vehicles per day while presently the Jefferson and Washington Street railroad grade crossings are used by some 1,500 vehicles per day. First Avenue north of Jefferson Street accommodates 3,800 vehicles per day, and between Jefferson and Washington Streets some 3,000 vehicles per day.

After construction of the Washington-Jefferson Street Overcrossing Viaducts, it can be expected that 5,000 vehicles per day will be diverted to these structures, thus reducing the volume on the Van Buren Street railroad grade crossing to 4,000 vehicles per day. The two proppsed structures on Jefferson and Washington Streets, with diverted plus existing traffic, will each serve about 4,500 vehicles per day. Fifth Avenue between Jefferson and Washington Streets presently cares for 3,300 vehicles per day, but with the two overcrossing viaducts having their southerly terminus at Fifth Avenue, it can be expected that this volume will increase to 5,000 vehicles per day.

PROJECTS STUDIED

Overcrossing Structures

Exhibit I, Vicinity Map, Page 15, shows the work studied for which cost estimates have been prepared, the relation of this work to existing streets and how these improvements can be integrated with future development. The map shows in solid red the Reinforced Concrete Viaduct Section comprising the overcrossing structure proper and through a dashed red the Retaining Wall-Fill Section approaches between First Avenue and Fifth Avenue.

Reconnaissance study showed that two paralleling one-way structures and their approaches could more adequately accommodate traffic than could one two-way structure. The relative difference in cost to construct the two paralleling structures was but 7.9 per cent higher than to construct one two-way structure. The service to the motoring public will be materially enhanced with the two paralleling one-way structures.

The Jefferson Street Overcrossing is proposed to be located wholly to the east of the east property line of Jefferson Street between First Avenue and Fifth Avenue, overcrossing both the Southern Pacific Company railroad and Fourth Avenue. The Washington Street Overcrossing is located wholly to the west of the west property line of Washington Street between First Avenue and Fifth Avenue, overcrossing both the Southern Pacific Company railroad and Fourth Avenue.

The construction of the overcrossings, as mentioned above, allows the utilization of Washington and Jefferson Streets as frontage streets throughout their entire length except that they will be closed at the property line of the Southern Pacific Company, and there will be no future crossing at grade between Jefferson and Washington Streets and the Southern Pacific Company railroad.

In rights of way acquisitions it is proposed to take all of the property between Jefferson and Washington Streets between First Avenue and the Southern Pacific Company railroad (Block 5, Cheshire's Addition). In the area bounded by Jefferson and Washington Streets, the Southern Pacific Company railroad and Fourth Avenue (Block 1, Harris' Addition) it is proposed to only take the property fronting on Washington and Jefferson Streets with the exception that the Lefferty & Son Wholesale Grocery Warehouse will not be taken, but rather will the Reinforced Concrete Viaduct have its piers adjusted so as to allow continued usage of the loading dock and access to the warehouse. It will, however, be necessary to make adjustment in the roof over the office portion of the warehouse to allow for overcrossing it with the Washington Street Viaduct.

In the area bounded by Jefferson and Washington Streets and Fourth and Fifth Avenues (Block 13, Packard's Addition) it will be necessary to take only that property fronting on Jefferson and Washington Streets.

In the block bounded by Jefferson and Washington Streets and Fifth and Sixth Avenues (Block 12, Packard's Addition) it will be necessary to only take the property northerly from the alley and abutting on Jefferson and Washington Streets.

The total length of the Reinforced Concrete Viaduct Section and its Retaining Wall-Fill Section approaches is 1,550 ft. between First Avenue and Fifth Avenue. On Jefferson Street the Reinforced Concrete Viaduct is 510 ft. in length and on Washington Street it is 445 ft. in length. These viaducts provide a minimum of 23 ft. of vertical clearance between top of rail and structure and a minimum of 15 ft. of vertical clearance between Fourth Avenue and the structure. In maintaining these vertical clearances, the roadbed will be 26 ft. above rail and 16-1/2 ft. above Fourth Avenue. Meeting these two controls coupled

with bringing the southerly approaches to grade at Fifth Avenue, allows for a minimum of 5.4 per cent grade. On the northerly approaches to the viaducts at First Avenue it is possible to establish a 4.7 per cent grade. The roadbed width will be 26 ft. curb to curb on both viaducts and their approaches. On the Jefferson Street Viaduct there will be a 3 ft. sidewalk on the westerly side and on the Washington Street Viaduct there will be a 3 ft. sidewalk on the easterly side.

It will be noted from the plan that the approaches at First and Fifth Avenues are wholly separate from the intersection immediately adjacent thereto. Such design allows traffic to move freely southbound or northbound onto and off the respective viaducts through a direct connecting link to each viaduct south of Fifth Avenue and north of First Avenue. By so constructing the approaches in this manner, there is no disturbance of the existing grade lines of Washington and Jefferson Streets.

Attention is directed to Exhibit I which shows the recommended routing of traffic as to one-way and two-way movement. Such routing as shown on Exhibit I coupled with the extension of the Jefferson-Washington Street one-way couplet southerly to 13th Avenue is essential in the implementation of the over-all plan. It will be necessary to prohibit parking on the east side of Jefferson Street between Fifth Avenue and Seventh Avenue and on the west side of Washington Street between Fifth Avenue and Seventh Avenue. The extension of this parking prohibition to 13th Avenue is desirable.

The intersections at the terminal points of the viaducts—namely, First Avenue at Jefferson and Washington Streets, and Fifth Avenue at Jefferson and Washington Streets—are to be signalized so as to provide an orderly movement of traffic not only in the existing intersections,

but to and from the viaducts. It will also be necessary to signalize the intersections of Sixth and Seventh Avenues with Washington Street. The intersections of Sixth and Seventh Avenues with Jefferson Street are presently signalized.

The cost to accomplish the work as outlined hereinabove for the Jefferson-Washington Street Overcrossings is summarized as follows:

Structures	$ 426,000
Grading and Paving	118,500
Rights of Way	460,000
Traffic Control	16,000
Total	$1,020,500

Certain of the right of way cost could be recaptured through the resale of unused property in the area between the Jefferson and Washington Street Viaduct Approaches and First Avenue and the Southern Pacific Company property. The approaches to the viaducts have been constructed on a Retaining Wall-Fill Section so as to allow minimum encroachment on abutting property. Through use of the constructed frontage road between Jefferson and Washington Streets immediately north of the Southern Pacific Company property, access to this property can be obtained. Access to the property should also be confined to this connecting frontage road rather than to First Avenue so as to allow a minimum of conflict with arterial traffic on First Avenue.

The Southern Pacific Company should cooperate in the cost of the two overcrossings. The amount of railroad participation will be known after a hearing before the Public Utilities Commissioner.

An alternate project proposing a four-lane two-way viaduct on Jefferson Street between First Avenue and Fifth Avenue was given study and cost estimates were developed. The general undesirability of

two-way traffic operation together with the more adequate accommodation of traffic by paralleling one-way viaducts motivated the selection.

The cost to construct the alternate four-lane two-way Jefferson Street Viaduct between First Avenue (C-1) and Seventh Avenue (D) was estimated to cost as follows:

Structures	$365,000
Grading and Paving	80,500
Rights of Way	490,000
Traffic Control	10,000
Total	$945,500

It will be noted that there is a differential in cost of some $75,000 between the alternate and the recommended project. Such differential is 7.9 per cent of the cost of the alternate project.

First Avenue, Van Buren (B), Washington (C-2) Street Section

To provide an adequate connecting street between Van Buren Street (B) and the Jefferson-Washington Street Overcrossing Viaducts (C-2), it is necessary to widen First Avenue within the existing right of way. The proposed widening is for a 52 ft. street section, curb to curb, such as to provide four lanes of traffic. It will, however, to provide these four lanes of traffic, be necessary to prohibit parking on both sides of First Avenue between Van Buren Street and Washington Street. With the redistribution of traffic and the change in traffic flow at the intersection of First Avenue and Van Buren Street, it will be necessary to signalize this intersection with actuated traffic signal control inter-connected to the railroad so as to put the signal into a flashing red indication to Van Buren Street when a train approaches. The school signal at Grand Street can be dispensed with and integrated with the Van Buren Street signal.

It is estimated that this project will cost:

Structures	$ --
Grading and Paving	52,500
Rights of Way	--
Traffic Control	5,000
Total	$57,500

Railroad Boulevard, City Limits (A), Van Buren Street (B) Section

Railroad Boulevard is presently serving some 12,000 vehicles per day and its two lanes of traffic are inadequate to accommodate such volumes. To integrate Railroad Boulevard with the improvement on First Avenue, it should be widened to 48 ft. curb to curb, and have parking prohibited on both sides thereof between the City Limits (A) and Van Buren Street (B).

To develop 48 ft. of street width, it will be necessary to acquire additional rights of way on the northerly side of Railroad Boulevard. It would not be possible to acquire additional rights of way on the south side of Railroad Boulevard, for currently the rights of way abut upon the Southern Pacific Railroad Company property. A 48 ft. street section, rather than a 52 ft. street section was recommended to minimize rights of way costs.

This project is estimated to cost:

Structures	$ --
Grading and Paving	48,500
Rights of Way	100,000
Traffic Control	--
Total	$148,500

ECONOMIC ANALYSIS

The over-all project of improving Railroad Boulevard, First Avenue, Washington and Jefferson Streets (A-B-C-D) between the North City Limits of Eugene (A) and Seventh Avenue (D), can be accomplished for the following capital outlay:

Structures	$ 426,000
Grading and Paving	219,500
Rights of Way	560,000
Traffic Control	21,000
Total	$1,226,500

Correlating the foregoing cost figures in an economic analysis of the foregoing project, that is, integrating Capital Cost, Maintenance Cost, Operation Cost with Mileage Element Savings, Time Element Savings, et cetera, show that a composite Benefit Quotient of 4.034 would be realized were this $1,226,500 project constructed. Salient features of the analysis are summarized as follows:

Total Capital Cost	$1,226,500
Total Annual Cost	$ 64,919
Total Annual Benefits	$ 261,906
Benefit Quotient	4.034

The time element savings realized in this project are brought about through increased mobility, that is, increasing the average speed of traffic from 12 miles per hour to 22 miles per hour when comparing the existing route for traffic between Railroad Boulevard at the North City Limits (A) and Washington Street at Sixth and Seventh Avenues (D). Savings are further increased through eliminating of standing delay for 6,000 vehicles per day. Studies conducted by others have indicated that the Van Buren Street railroad crossing is closed to vehicular traffic every day 12 per cent of the time.

From the foregoing analysis it is indicated that benefits to the motorist dollar-wise would amortize the project in a little over seven years.

IMPLEMENTATION OF PROJECT

Re-establishing Routing of Junction City-Eugene Highway

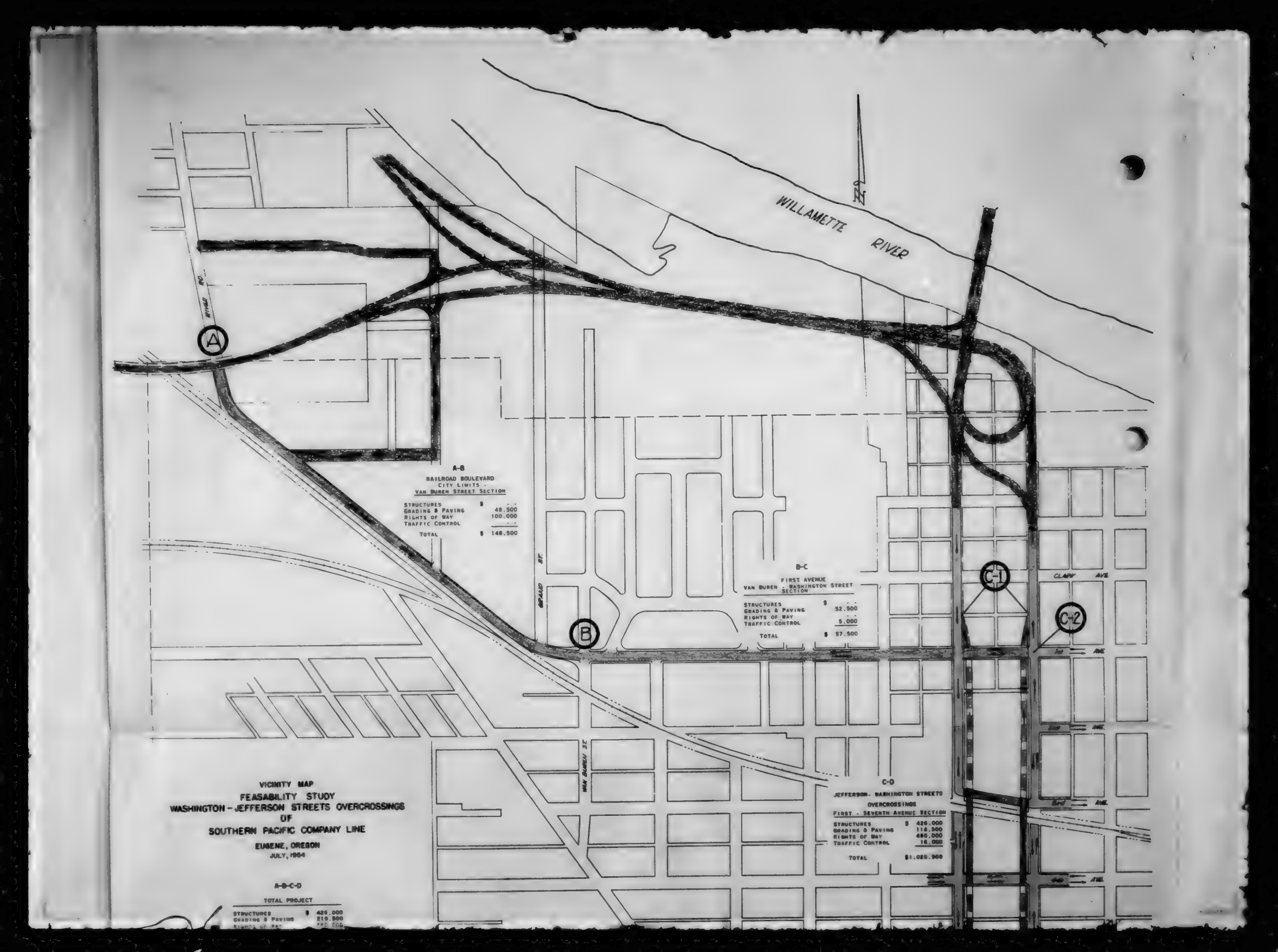
The Junction City-Eugene Highway (Highway No. 223), within the City of Eugene, from the North City Limits traverses Railroad Boulevard, Van Buren Street and Blair Boulevard to Seventh Avenue. That portion of this routing on Van Buren Street from First Avenue to Blair Boulevard to Seventh Avenue should be dropped from the State Secondary Highway System. This is a distance of 0.463 miles. It would then be necessary to add to the Junction City-Eugene Highway (Highway No. 223) that portion of First Avenue from Van Buren Street to Washington Street, a distance of 0.453 miles, and that portion of Jefferson Street and Washington Street utilized for purposes of the overcrossing viaducts between First Avenue and Fifth Avenue and the two streets proper between Fifth Avenue and Seventh Avenue, a distance of 0.453 miles--a total distance of 0.906 miles.

This would mean an addition to the State Highway System of 0.443 miles.

Agreement

It would be desirable for the City to request the State Highway Commission to change the designated routing of the Junction City-Eugene Highway within the corporate limits of the City of Eugene. It would also be necessary for the City and the State to enter into an agreement covering the several phases of this work; (1) establishing certain streets as one-way routings, (2) providing for the closure of certain streets, (3) setting forth the division of cost, and (4)

responsibilities of both parties before the final consummation of construction of the over-all $1,226,500 project.



A-B

RAILROAD BOULEVARD
CITY LIMITS -
VAN BUREN STREET SECTION

STRUCTURES	$ - - -
GRADING & PAVING	48,500
RIGHTS OF WAY	100,000
TRAFFIC CONTROL	- - -
TOTAL	$ 148,500

B-C

FIRST AVENUE
VAN BUREN - WASHINGTON STREET SECTION

STRUCTURES	$ - - -
GRADING & PAVING	92,500
RIGHTS OF WAY	- - -
TRAFFIC CONTROL	5,000
TOTAL	$ 97,500

C-D

JEFFERSON - WASHINGTON STREETS
OVERCROSSINGS
FIRST - SEVENTH AVENUE SECTION

STRUCTURES	$ 426,000
GRADING & PAVING	116,500
RIGHTS OF WAY	480,000
TRAFFIC CONTROL	16,000
TOTAL	$1,028,500

VICINITY MAP
FEASABILITY STUDY
WASHINGTON - JEFFERSON STREETS OVERCROSSINGS
OF
SOUTHERN PACIFIC COMPANY LINE

EUGENE, OREGON
JULY, 1964

A-B-C-D

TOTAL PROJECT

STRUCTURES	$ 426,000
GRADING & PAVING	219,500
RIGHTS OF WAY	580,000

VICINITY MAP
FEASABILITY STUDY
WASHINGTON - JEFFERSON STREETS OVERCROSSINGS OF SOUTHERN PACIFIC COMPANY LINE

EUGENE, OREGON
JULY, 1954

A-B-C-D

TOTAL PROJECT

STRUCTURES	$ 426.000
GRADING & PAVING	219.500
RIGHTS OF WAY	560.000
TRAFFIC CONTROL	21.000
TOTAL	$1,226.500

A-B

RAILROAD BOULEVARD
CITY LIMITS -
VAN BUREN STREET SECTION

STRUCTURES	$ - -
GRADING & PAVING	48.500
RIGHTS OF WAY	100.000
TRAFFIC CONTROL	- -
TOTAL	$ 148.500

B-C

FIRST AVENUE
VAN BUREN - WASHINGTON STREET SECTION

STRUCTURES	$ - -
GRADING & PAVING	52.500
RIGHTS OF WAY	-
TRAFFIC CONTROL	5.000
TOTAL	$ 57.500

C-D

JEFFERSON - WASHINGTON STREETS
OVERCROSSINGS
FIRST - SEVENTH AVENUE SECTION

STRUCTURES	$ 426.000
GRADING & PAVING	118.500
RIGHTS OF WAY	460.000
TRAFFIC CONTROL	16.000
TOTAL	$1.020.500

LEGEND

- REINFORCED CONCRETE VIADUCT
- RETAINING WALL - FILL SECTION
- WIDEN OR CONSTRUCT STREET
- EXISTING STREETS
- FUTURE IMPROVEMENT
- DIRECTION OF TRAFFIC

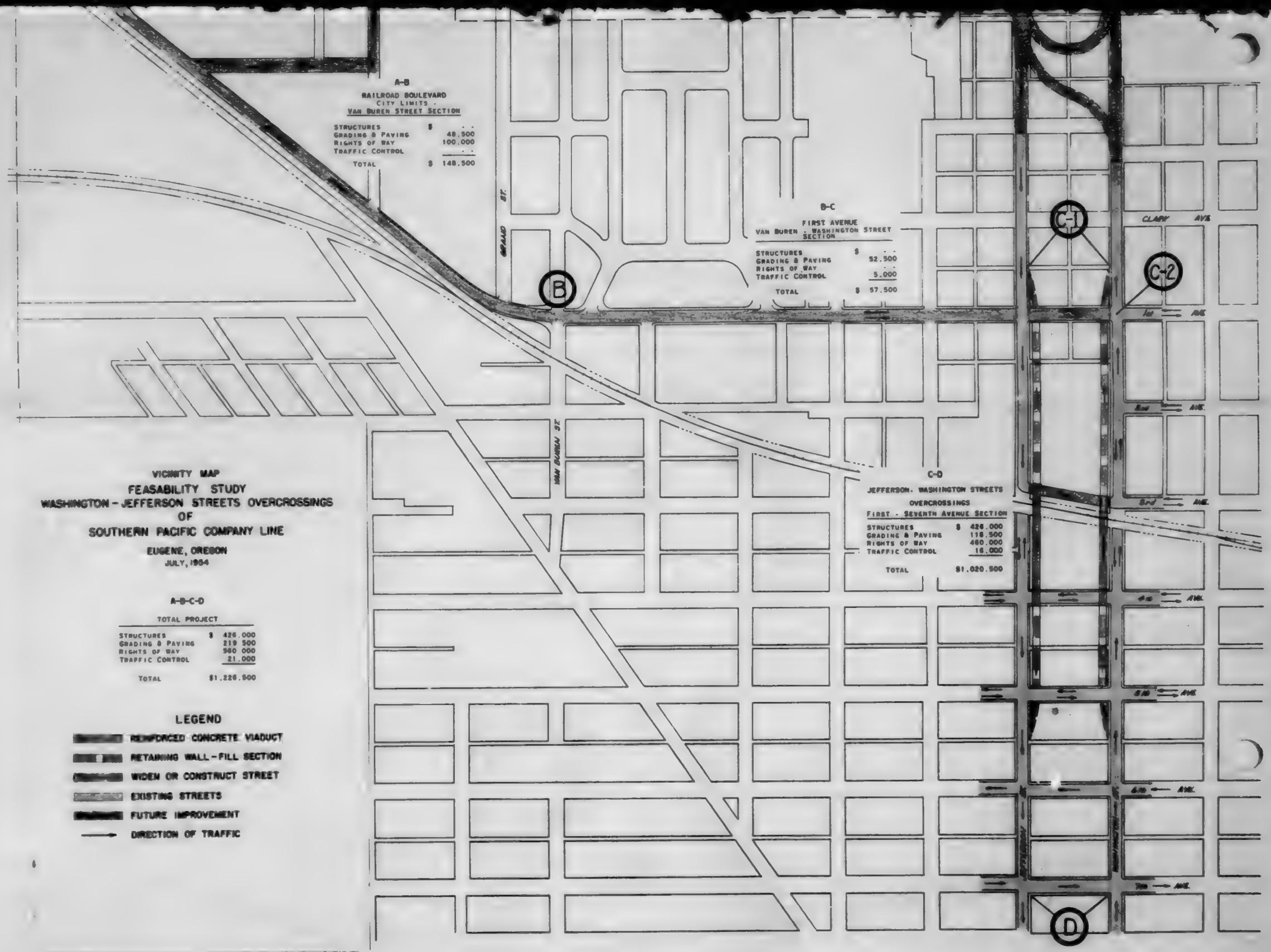


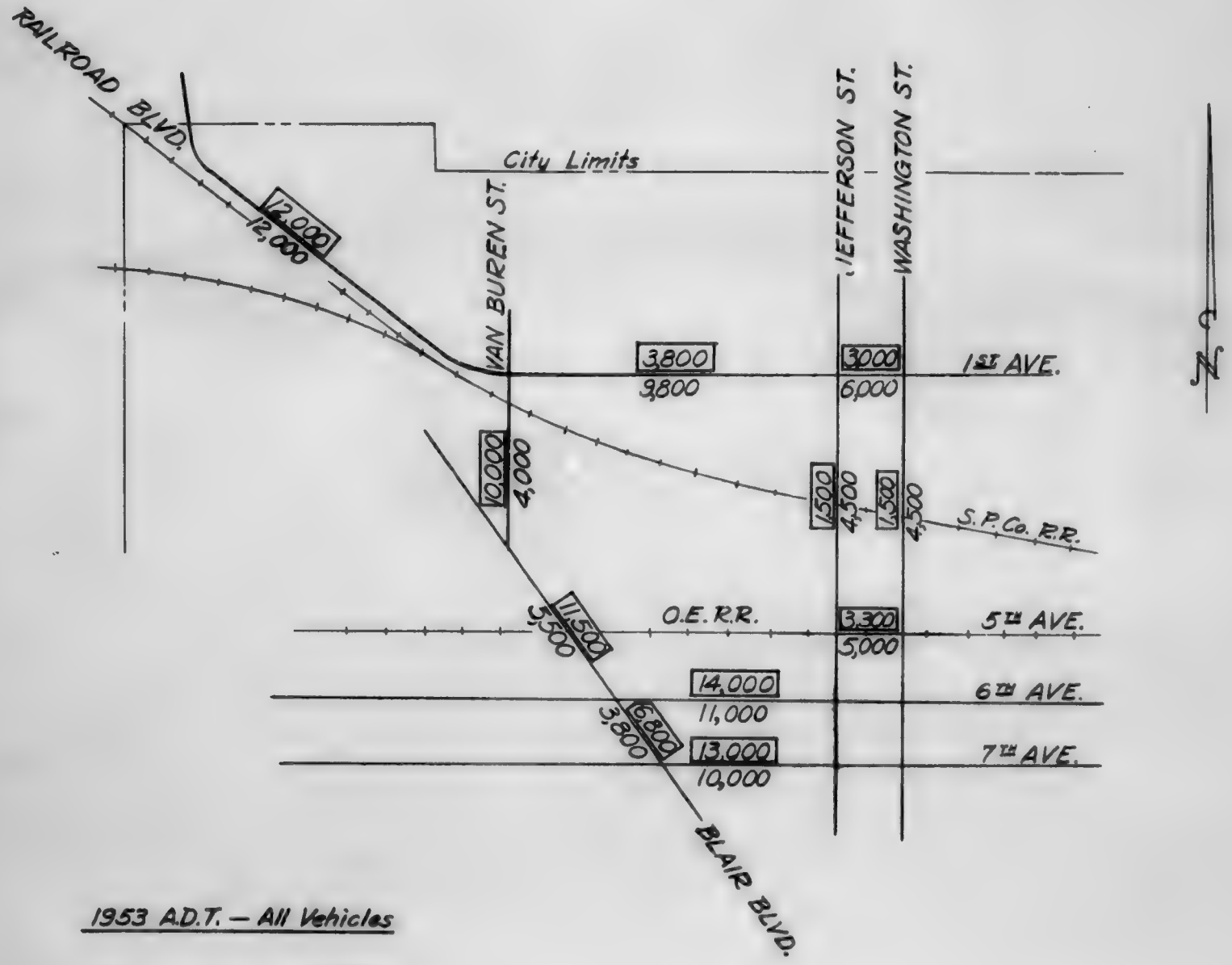
Exhibit I

VICINITY MAP

WASHINGTON-JEFFERSON STS. OVER CROSSING

SHOWING

1953 A.D.T.- ALL VEHICLES



1953 A.D.T. — All Vehicles

Existing	1,000
Redistributed	1,000

EXHIBIT - II

RECEIVED
APR 2 1954
FOR FILING

I-105-4(113) 197

6985

4812

Salem, Oregon
March 29, 1954

MISC. CONTRACTS and AGREEMENTS No. 1550

Mr. R. H. Baldock
State Highway Engineer
O f f i c e

Attached are two conformed copies of an agreement with the City of Eugene covering the proposed reconnaissance survey in the vicinity of Washington and Jefferson streets in the City of Eugene.

The original of the above agreement has been retained in this office for the Commission's files, a fully executed copy has been sent to the City of Eugene, one conformed copy has been sent to Mr. H. G. Smith and one to Mr. John W. Cattrall.

Very truly yours

Secretary

rm
Attach: 2

cc - H.G. Smith (1)
John W. Cattrall (1)

RECEIVED
FOR FILING

files

FORM E-23, 8311 8-51 82215

OREGON STATE HIGHWAY DEPARTMENT

Salem, Oregon
INTER-DEPARTMENT CORRESPONDENCE
March 12, 1954

To: Mr. C. H. Maison
Chief Auditor

SUBJECT:

Attached is a check from the City of Eugene in the amount of $1,250. This amount represents the city's share in the proposed reconnaissance survey to determine the feasibility of a grade separation structure at either Washington or Jefferson Street with the intersection of the Southern Pacific Railroad in Eugene.

John W. Cattrall
Engineer, County and City Relations

By James D. Graham

John D. Graham
Office Engineer

JDG:MH
Att.

cc: W. C. Williams
Floyd Query

RECEIVED
F. QUERY

FORM E-30 5M 8-51 62510

I-105-4(113)197
6985

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 15, 1953

To: Mr. C. W. Enfield
Chief Counsel
O F F I C E

SUBJECT:

NOTE
W. C. WILLIAMS

Dear Sir:

At the October 29-30, 1953 meeting of the Highway Commission, under Item 4p, the Commission authorized a survey (reconnaissance) estimated to cost $2500 for grade separation with the Southern Pacific Railroad on Washington and Jefferson Streets in Eugene. This authority was based upon the assumption that the City of Eugene would pay one-half of the cost or $1250.

Will you please prepare a simple agreement covering this matter which we can submit to the City for execution and for collection of the $1250.

Very truly yours,

H. G. Smith
Construction Engineer

By Forrest Cooper
Forrest Cooper
Ass't. Construction Engineer

FC:js

cc W. C. Williams

RECEIVED
FOR FILING

I-165-4(113) 117
6985

October 22, 1953

Oregon State Highway Commission

Gentlemen:

I attach hereto a copy of a communication received from the City Manager of Eugene reflecting action taken by the City Council at a meeting on October 12, 1953. I believe you will find the City's request self-explanatory.

In order that you may be apprised of the facts pertaining to the matters presented, I will discuss them in the order of listing:

1. That the State Highway Commission be requested to add to the state highway system 1st Avenue from Van Buren Street to Washington Street, Washington and Jefferson Streets from 1st Avenue to 7th Avenue, as shown in solid green, and a new connection from 1st Avenue and Washington Streets to Mill Street at 4th Street, as shown in dotted green.

I do not believe that the Highway Commission should take over the portion from 1st Avenue and Washington Street to 4th Street and Mill Street, indicated in broken green, as part of the State's highway system, but would recommend consideration of the other sections requested.

2. That the State Highway Commission be requested to undertake detailed studies of feasibility and costs of constructing overhead crossing structures on Washington and Jefferson Streets for two lanes of traffic with traffic in one direction and also on two alternate proposals.

I believe that the survey they request of the balance of the proposals, including those portions of Washington and Jefferson Streets between 1st Avenue and 7th Street, should be made, and that the survey should include not only the proposal for the one-way couplet but the alternates 2A and 2B as set forth in the City Council's proposal.

We have long recognized the necessity of at some time constructing a grade separation for traffic on the Junction City-Eugene Secondary Highway (old route of the Pacific Highway) and the Southern Pacific Railroad tracks, as the existing crossing is not only hazardous, but, being within the switching yards of the Southern Pacific Company, causes a great deal of delay to traffic, and at peak-traffic hours the condition is rapidly becoming intolerable.

Preliminary studies indicate that the construction of grade separations on Jefferson and Washington Streets is not only much more desirable but more economical than attempting to separate the existing route which crosses the railroad tracks at the present grade crossing at Van Buren Street.

The estimated costs of the construction and rights of way necessary for the rerouting of the secondary highway via Jefferson and Washington Streets and thence westward on 1st Avenue to a connection with the existing route, including the railroad separation structures on both the one-way streets, is $1,400,000, and it does not appear that the State would be able for many years to finance this improvement without help from the City, and the City recognizes this. It is for this reason that the City is requesting that the survey be made, so that more accurate data may be obtained, looking to the possibility of submitting the matters to the voters of Eugene for the issuance of bonds to help finance the project.

I estimate that the cost of the survey now requested will be $2,500, and you will note that the City will share the costs of such a survey on an equal basis.

This matter will be on the next agenda, and I recommend your approval of the making of the survey after an appropriate agreement has been executed between the State and the City and the City has deposited its estimated pro rata share of the cost of the survey.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:ms RHB:hi
cc Mr. W. C. Williams
Mr. S. H. Probert
Mr. H. G. Smith
Mr. G. S. Paxson
Mr. F. B. Crandall
Mr. C. H. Maison

EUGENE

Scale in feet

0 1000

— Existing Route Jct. City – Eugene Hwy.

— Proposed Shortest Route Jct. City – Eugene Hwy.

EUGENE

Scale in feet

0 1000 2000

← To Junction City

99

RICHARDSON - EUGENE

← To Veneta

WILLAMETTE RIVER

Slough

City Limits

City Limits

City Limits

— Existing Route Jct. City – Eugene hwy.

— Proposed Change in Route Jct. City - Eugene hwy.

V. E. JOHNSON, MAYOR

ROBERT A. FINLAYSON, CITY MANAGER

CITY OF EUGENE

OFFICE OF CITY MANAGER
EUGENE, OREGON

OCTOBER 16, 1953

MR. R. H. BALDOCK,
STATE HIGHWAY ENGINEER,
OREGON STATE HIGHWAY COMMISSION,
SALEM, OREGON.

DEAR MR. BALDOCK:

THE COMMON COUNCIL OF THE CITY OF EUGENE HAS BEEN CONCERNED FOR SOME TIME OVER THE CONFLICT OF SOUTHERN PACIFIC RAILROAD TRAFFIC AND RIVER ROAD HIGHWAY VEHICULAR TRAFFIC AT THE RAILROAD BOULEVARD AND VAN BUREN STREET CROSSING, AND CURRENTLY PLACES IT AT THE TOP OF THE LIST OF EUGENE'S TRAFFIC PROBLEMS.

A COMMITTEE OF THE COUNCIL MET RECENTLY TO DISCUSS THIS MATTER IN AN ATTEMPT TO ARRIVE AT SOME SOLUTION. AS A RESULT OF THIS MEETING CERTAIN RECOMMENDATIONS WERE FORMULATED FOR FURTHER CONSIDERATION BY THE COUNCIL, AND AT THE REGULAR MEETING ON OCTOBER 12, 1953 A PROPOSAL WAS APPROVED FOR SUBMISSION TO THE STATE HIGHWAY COMMISSION, AND MY OFFICE WAS INSTRUCTED TO TRANSMIT IT TO YOU. THE PROPOSAL IS AS FOLLOWS:

1. THAT THE STATE HIGHWAY COMMISSION BE REQUESTED TO TAKE OVER 1ST AVENUE TO 4TH AVENUE CONNECTOR FROM VAN BUREN STREET TO MILL STREET OVERCROSSING AND WASHINGTON AND JEFFERSON STREETS TO 7TH AVENUE AS SECONDARY HIGHWAYS.

2. THAT THE STATE HIGHWAY COMMISSION BE REQUESTED TO UNDERTAKE DETAILED STUDIES OF FEASIBILITY AND COSTS OF CONSTRUCTING OVERHEAD CROSSING STRUCTURES ON WASHINGTON AND JEFFERSON STREETS FOR TWO LANES OF TRAFFIC WITH TRAFFIC IN ONE DIRECTION AND ALSO ON TWO ALTERNATE PROPOSALS:

   A. A FOUR LANE STRUCTURE IN THE CENTER OF THE BLOCK BETWEEN WASHINGTON AND JEFFERSON FOR TWO-WAY TRAFFIC.

   B. A TWO LANE STRUCTURE ON EITHER WASHINGTON OR JEFFERSON STREET FOR TWO-WAY TRAFFIC WITH ACQUISITION OF RIGHT OF WAY ON THE ALTERNATE STREET FOR CONSTRUCTION OF A FUTURE OVERHEAD IF NEEDED.

AND IT IS PROPOSED THAT THE CITY OF EUGENE SHARE THE COSTS OF SUCH A SURVEY WITH THE STATE HIGHWAY COMMISSION ON AN EQUAL BASIS.

W. C. WILLIAMS

THE COUNCIL MAKES THIS PROPOSAL ON THE BASIS THAT THE STUDIES WILL REVEAL CERTAIN FACTS AND FIGURES WHICH CAN BE CONSIDERED FOR A RECOMMENDATIN TO THE VOTERS OF THE CITY. IF A STUDY OF SUCH FACTS AND FIGURES WOULD INDICATE THAT ONE OF THESE PLANS COULD BE UNDERTAKEN WITHIN THE FINANCIAL MEANS OF THE CITY, THE COUNCIL WILL RECOMMEND AND SUBMIT TO THE VOTERS A MEASURE TO AUTHORIZE THE PROJECT.

IT IS HOPED THAT THIS PROPOSAL WILL MEET WITH THE APPROVAL OV THE COMMISSION.

SINCERELY YOURS,

Robert A. Finlayson

ROBERT A. FINLAYSON,
CITY MANAGER.

RAF:LG

RECEIVED
OCT 19 1953
STATE HIGHWAY ENGINEER

SU-441(7) Willamette R. (Belt Line) 1967
#6986 Br. Sec., Belt Line Rd. (Grad., structure)

CAL 3290
NP 3595

98525

98525

OREGON STATE HIGHWAY DEPARTMENT

FORM A-190 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO.

RECEIVED
MAY 9 - 1969
ENGINEER
COUNTY & CITY DIVISION

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
5-8-69	CC 1175		5[illegible]-1033-[illegible]

- Lane County
- Board of Commissioners
- Courthouse
- Eugene, Oregon 97401

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: L. H. Attig, Director of Public Works			
Final Billing: Willamette River (Belt line Road) Bridge, FAS 860. Covered by agreement dated March 16, 1967.			
County advance deposit		106,500.00	
Amount previously transferred		60,500.00	
			46,000.00
County share of construction costs		$96,071.11	
Amount previously transferred		60,500.00	
			35,571.11
ACKNOWLEDGEMENT OF MILEAGE REQUEST			
Amount Due County			10,471.89
By			

NOTED
DON HARWELL

RECEIVED
FEB 11 1969
FOR FILE
241 - 4/4/1 (7)
6986

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

January 29, 1969

To: I. D. Marchant
Bridge Division
Salem

SUBJECT: Concrete Bridge Deck Failure
Contract 6986
Willamette River Bridge on
Belt Line Road.

Core specimens cut from the deck of subject bridge were delivered to the Laboratory January 14, 1969. The surface of each core had areas of loose scale varying from a visual thickness of an eighth inch to a quarter inch, as well as areas where the original surface was tightly bonded to the total concrete. The scaled pieces consisted of "finish mortar" full depth at the edges rather than featheredged.

One four inch core was sliced into sections each approximately three quarter inch in thickness. The surfaces of each slice indicated good distribution of mortar and aggregate. A very small number of "punky" individual pieces of aggregate was found in the concrete slices and the mortar scale. The number found is normal for clean natural concrete aggregates used in Oregon and definitely insufficient to cause swelling and subsequent breakup. It was the consensus that all the slices and the scale consisted of sound, good quality concrete and mortar.

Examination of the surfaces of the scaled areas, and the lower surface of the scale itself, resulted in a further consensus that a plane of cleavage existed between the finish mortar and the concrete body at the scaled areas only, and that the cleavage occurred at the time of construction. In some areas of the core surface, the mortar layer could not be removed by hand with aid of a sharp tool.

Such lines of cleavage, occurring at the time of construction, may be due to one of two finishing practices:

1. Finishing immediately after the laydown.

2. Excessive delay or over finishing.

NOTED
LLOYD P. SHAW

In the former case a seal is formed on the surface which "locks in" the excess bleed water which normally drains off the extreme surface. The bleed water then collects in a plane just under the eighth to quarter inch of seal mortar. In proper technique the mortar seal is disturbed and broken after bleed water has collected and before cement set has occurred, resulting in the bleed water rising to the extreme surface.

In the latter case the mortar layer is disturbed after set has occurred resulting in a layer of weak mortar subject to disintegration under traffic.

A verbal review of construction conditions and techniques reveal the following:

1. It rained an unknown amount during laydown and finishing.

2. "Cold weather concreting precautions" were taken in that hot water was used in the mixing process.

3. Finishing occurred <u>immediately</u> after laydown..

The effect of rain, at times, results in delayed finishing in an attempt to remove the surface effects rain "splatter". However, the visual appearance of the finish does not indicate that delayed finish with excess rain water occurred.

A different rate of setting, because of the rapid cooling at the surface of the prewarmed mixture, resulting in different rates of contraction between the main concrete body and the mortar layer, was considered. It is the opinion of the writer that a difference in setting time did exist from top to bottom, but that the variation would be gradual without a plane of separation.

This leaves the third technique, that of immediate finishing, the logical cause of scaling, either by freezing of a water film under the mortar layer or by traffic beating on the thin mortar layer or both.

D. A. WHITE
Engineer of Materials & Research

DAW:zf

cc: A. Rear
L. Shaw

RECEIVED
JAN 30 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 1 - 1968
FOR FILING
SU-441(7)
6986

June 28, 1968

Glens Falls Insurance Company
P. O. Box 14040
Portland, Oregon 97214

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 6986 awarded to C. J. Mantag and Sons, Inc., and Workman Construction Company for structure and grading on the Willamette River (Belt Line Road) Bridge of FAS 860 in Lane County was completed on March 4, 1968, and accepted by the Highway Commission on June 28, 1968.

Final payment in the amount of $23,660.30 will be released to the contractor after July 5, 1968. The total contract amount is $474,435.38 including $204.42 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Cleary, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
cc C. J. Mantag & Sons, Inc.
and Workman Constr. Co.
7805 N. E. Halsey Street
Portland, Oregon 97213

Edward G. Larkins Agency, Inc.
Woodlark Building
Portland, Oregon 97205

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
JUN 28 1968
FOR FILING
SU-4411(7)
6496

June 28, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed March 4, 1968, on Contract No. 6986. The contract was with C. J. Montag and Sons, Inc., and Workman Construction Company and was for structure and grading on the Willamette River (Belt Line Road) Bridge Section of FAS 860 Highway in Lane County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective June 28, 1968, and that you concur in this procedure at the Commission meeting on July 9.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
Ivan Merchant
L. H. Young
C. T. Keasey

srb jko

SU-441(7)
6986

FORM E-1 (REV 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Willamette River Bridge Belt Line Road		WEEK ENDING: March 16, 1968
		SECTION PREFIX: 520-1033
HIGHWAY: FAS 860		COUNTY: Lane
NAME OF JOB: Willamette River(Belt Line Rd.) Bridge	KIND OF WORK: Structure and grading	
CONTRACTOR: Montag and Workman Construction Company	CONTRACT NUMBER: 6986	FEDERAL AID PROJECT NUMBER: SU-441(7)
DATE OF CONTRACT: April 3, 1967	DATE WORK STARTED: May 8, 1967	ESTIMATED COMPLETION DATE: A-2-8-68 B-4-1-68
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED ~~WORK~~ DAYS A=300	~~WORK~~ DAYS USED 300
	SPECIFIED CALENDAR DAYS B=450	CALENDAR DAYS USED 337
PROJECT AUTHORIZATION: $532,356.75	SPECIFIED COMPLETION DATE: See above	PERCENT OF TIME ELAPSED A=100 B=75
EXCLUSIVE OF ENGINEERING: $494,500.27	ENGINEERING AUTHORIZATION $37,856.48	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $494,929.88	ENGINEERING COST TO DATE $38,500.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 97
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 4 %	PERCENT OF AUTHORIZATION 102 %	DATE PROJECT WAS COMPLETED: A-2-8-68

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

8638A

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	3-299B		
PERCENT	100		

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan
Pease
Moreclock
Trout
Scott
Wills
Litchfield
Olsen

RECEIVED
MAR 15
CONSTRUCTION
DIVISION

BEN GUTFORD

NOTED
R. D. [illegible]CH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	No activity on the project this week.
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

All work completed.
All equipment removed from the jobsite except for sand blast sand which is to be removed in aprox. 25 days.
Semifinal will be submitted aprox. April 20.

SIGNED R O Cunningham LOCATION Eugene

R. O. Cunningham, Resident Bridge Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

4-7-67

PROPOSED TRANSFER OF FAS FUNDS

The purpose of this transfer is to provide needed funds for an approved FAS project in Lane County and will be returned to the lending County as soon as the funds are available.

UMATILLA COUNTY to LANE COUNTY: $300,000 Federal funds which is equivalent to $500,000 in total FAS funds.

To be used on the Willamette River (Belt Line Road) Bridge, FAS 860.

HIWAY COMMISSION
APPROVED Oix APR 25 1967

67-c
4/7/67

March 20, 1967

NOTED
H. S. COX

NOTED
P. B. Arensmeier

Mr. G. K. Attig
Lane County Director of Public Works
P.O. Box 3156
1820 Roosevelt Boulevard
Eugene, Oregon 97402

Transfer of FAS Funds
Lane County

Dear Mr. Attig:

Attached is a copy of the approved agreement with Umatilla County for the transfer of $300,000 of FAS funds to Lane County.

Very truly yours,

H. S. Cox
County and City Engineer

By

NOTED
HAROLD
REYNOLDSON

Harold Reynoldson
Planning Engineer

HR:mr
Att.

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

RECEIVED
MAR 20 1967
ENGINEER
COUNTY & CITY DIVISION

Oregon State Highway Commission
State Highway Office Building
Salem, Oregon 97310

Attention: County and City Division

Gentlemen:

By this letter the members of the Umatilla County Court and Lane County Board of Commissioners whose signatures appear below request and authorize the State Highway Commission to make the following exchange of funds between the two counties:

Transfer from available Umatilla County Federal Aid Secondary Road Funds to Lane County the amount of $300,000.00.

Transfer from Lane County to Umatilla County FAS Funds totaling $300,000.00 when said funds are available.

The sums shown above represent Federal funds. Required County matching funds will be furnished by the County using the funds.

Approved March 8, 1967

LANE COUNTY BOARD OF COMMISSIONERS

By Mark A. Elliott
Chairman

By Kenneth Nielsen
Commissioner

By James Rice
Commissioner

ATTEST:

Ina Randolph
County Clerk

Approved 3-20, 1967

UMATILLA COUNTY COURT

By W. A. Cook
County Judge

By S. B. Lees
Commissioner

By Walter A. Hoeft
Commissioner

ATTEST:

County Clerk

NOTED
H. S. COX

NOTED
RICHARD UNREIN

January 19, 1967

NOTED
P. B. Arensmeier

Mr. Gerald K. Attig
Director of Public Works
1820 Roosevelt Drive
P.O. Box 3156
Eugene, Oregon

Transfer of FAS Funds
Lane County

Attention: Mr. Luther Freeman

Dear Sir:

Attached are three copies of the necessary document, to be signed by the proper authorities, which will authorize the Oregon State Highway Commission to transfer $300,000 of Umatilla County's FAS funds to Lane County. These funds are to be returned to Umatilla County when future FAS funds to Lane County become available.

It is recommended that Lane County send all three copies of the enclosed documents to Umatilla County for their signature, and have them returned to Lane County. After Lane County Commissioners have signed the documents, send one copy to Umatilla County, one copy to this office and retain one for your records.

Very truly yours,

H. S. Cox
County and City Engineer

By NOTED
HAROLD
REYNOLDSON

Harold Reynoldson
Planning Engineer

HR:mr
Att.2

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

OREGON STATE HIGHWAY DEPARTMENT

FORM A-180 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 91015

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
4-6-67	CC 1058		520-1033-207

- Lane County
- County Courthouse
- Eugene, Oregon 97401

Attn: Lane County Board of Commissioners

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit			
Partial transfer of advance deposit for the Willamette River (Belt Line Road) Bridge Section FAS 860, covered by agreement dated March 16, 1967.			106,500.00
			60,500.00
To be retained			46,000.00

NOTED
U. S. CITY

RECEIVED
APR - 7 1967
ENGINEER
COUNTY & CITY DIVISION

ACKNOWLEDGMENT OF REQUEST

Co. _____

By _____

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

April 6, 1967

Lane County Board of Commissioners
Courthouse
Eugene, Oregon 97401

Gentlemen:

This is to acknowledge receipt of your advance deposit of $106,500.00, for the Willamette River (Belt Line Road) Bridge Section of FAS 860. Contract No. 6986 has been awarded to C. J. Montag and Sons Inc. and Workman Construction Company.

Very truly yours,

H. S. Cox
County and City Engineer

By NOTED HAROLD REYNOLDSON

Harold Reynoldson
Planning Engineer

HRmr

Encl.

cc: G. K. Attig

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

UNITED STATES GOVERNMENT

Memorandum

SU-441(7)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: September 25, 1967

In reply refer to: 08-35-EC/550.1
XRef: I-105-4(113);SU-441(7)
I-80N-2(34)

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Consulting Engineers - Steel Inspection

Confirming our advance verbal approval, the following consulting engineer agreements are approved, as requested by Mr. Merchant's August 3, 1967 letters:

Project	Consultant	Approval Date
I-105-4(113)197	Pittsburgh Testing Laboratory	June 19, 1967
I-80N-2(34)38	Hermann Adalist & Associates	May 30, 1967
SU-441(7)	Pittsburgh Testing Laboratory	June 19, 1967

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 23 1967
FOR FILING

SU-441(7)

6986

Agenda
4j

MISC. CONTRACTS and
AGREEMENTS No. 3315-

August 2, 1967

Pittsburgh Testing Laboratory
P. O. Box 1646
Pittsburgh, Pennsylvania 15222

Gentlemen:

Enclosed for your files is a fully executed copy of an agreement to inspect steel for the Willamette River Bridge on the Belt Line Road in Lane County.

When you have determined the name of the Consultant's agent, to be stated in Paragraph 20, Page 8, please let us know, so that we may enter it in our copy of the agreement.

A fully executed copy of this agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary

lmr
Enc.

cc: I. D. Merchant
Attn: C. A. Gardner
(8 Xerox Copies)

RECEIVED
JUL 17 1967
FOR FILING

SU 1141(7)

6926

July 14, 1967

Oregon State Highway Commission

Gentlemen:

Steel for the Willamette River Bridge on the Belt Line Road in Lane County, Contract No. 6986, is being purchased by the contractor after fabrication by the Western Steel Company, Salt Lake City, Utah. Inspection of the material and fabrication practices is necessary at the plant site and, in common with our present practice, we plan to engage a consultant firm to do this work.

Pittsburgh Testing Laboratory has made an offer of inspection services for the unit price of $5.45 per ton with a total guaranteed top limit of $2,128.

We have received approval of the Bureau of Public Roads for this work.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

This matter will be on the agenda for your consideration at the July 24 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
L. H. Young
C. H. Maison
Ivan Merchant

L. R. Chandler

CAG:ew fn

STATE COPY

Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
4-65		Oregon
PROJECT REPORT NO.	FEDERAL-AID PROJECT AGREEMENT	COUNTY
4 6986	(PPM 21-7) 11-18-67	Lane
		PROJECT NO. SU-441(7)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Willamette River (Belt Line Rd.) Bridge, FAS 860.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	1-9-67	0.136
OTHER (Specify)		

FUNDS

Pro Rata 63.50%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 520,526.00	$ 330,500.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By B Klabo

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

A. W. PARSONS, Division Engineer

By L.R. Backlund
(Division Engineer)

L. R. Backlund, Administrative Manager

Date executed by Division Engineer APR 18 1967

Oregon State Highway Department

Federal-Aid
Project No. SU-441(7)

WILLAMETTE RIVER (BELT LINE RD.) BRIDGE

FAS 860, IN LANE COUNTY

Project Agreement Estimate.

Salem, Oregon, April 7, 1967

Type Code 0010
Roadway (Sta. 177+85 to Sta. 178+35)(Sta. 184+55 to Sta. 185+05)(Cont. 6986)

Embankment in Place	4,860 cu.yd.	$ .50	$ 2,430.00
Trench Excavation	12 cu.yd.	10.00	120.00
18-inch Metal Culvert Pipe, 16 Ga., Type "A" Coating	70 lin.ft.	6.50	455.00
	Subtotal		$ 3,005.00
	10% Engr. & Cont.		300.00
	Total		$ 3,305.00

Type Code X031
Willamette River Bridge (Sta. 178+35 to Sta. 184+55)(Contract No. 6986)

Shoring, Cribbing, etc.	All Required		$ 70,000.00
Structural Excavation	7,700 cu.yd.	$ 1.60	12,320.00
Structural Excavation Below Elevation Shown	100 cu.yd.	5.00	500.00
Furnish 10 BP 42 Steel Piling	595 lin.ft.	3.40	2,023.00
Drive Steel Piles	14 only	100.00	1,400.00
Splice Steel Piles	4 only	30.00	120.00
Class "A" Concrete (1,323 cu.yd.)	All Required		115,300.00
Seal Concrete	600 cu.yd.	30.00	18,000.00
Class "A" Concrete in Retaining Wall	70 cu.yd.	55.00	3,850.00
50'/55' Type 3 Prestressed Beams	8 only	1,000.00	8,000.00
Reinforcement (303,700 lb.)	All Required		36,000.00
Reinforcement in Retaining Wall	8,000 lb.	0.12	960.00
Structural Steel (699,600 lb.)	All Required		165,000.00
Metal Parapet Railing	1,238 lin.ft.	6.00	7,428.00
Stone Riprap for Foundation Protection	5,800 cu.yd.	5.00	29,000.00
8-inch Metal Drain Pipe, Type "A" Coating	100 lin.ft.	3.00	300.00
	Subtotal		$470,201.00
	10% Engr. & Cont.		47,020.00
	Total		$517,221.00

Length of Roadway - - - - - 0.019 Mile
Length of Structure - - - - 0.117 Mile
Total 0.136 Mile

Cost of Roadway Per Mile- - $173,947.36

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Roadway	$ 3,305.00	$ 2,090.00	$ 607.50	$ 607.50
Structure	517,221.00	328,410.00	94,405.50	94,405.50
Total	$520,526.00	$330,500.00	$95,013.00	$95,013.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

RECEIVED
JUN 6 - 1967

FOR FILING

SU-441(7)

6986

Bid Proposals

April 4, 1967

C. J. Montag & Sons, Inc., and
Workman Construction Co.
7805 N. E. Halsey Street
Portland, Oregon 97213

Gentlemen:

The State Highway Commission on April 3, 1967, accepted your proposal for structure and grading on the Willamette River (Belt Line Rd.) Bridge Section of FAS 860 in Lane County for the sum of $473,206.00 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of Lane County is received and the sum of $106,500.00 is deposited by the County.

Those conditions were fulfilled the same day and the State Highway Engineer awarded you the project, which has been assigned Contract No. 6986. Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The two calendar day counts on this contract will begin April 15, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Enclosures

bc: Pacific Builder & Engr., Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.

L. R. Chandler
Robert Cunningham
Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)

RECEIVED
MAR 16 1967

SU-441(7)
6986

March 16, 1967

MISC. CONTRACTS and
AGREEMENTS No. 3290

Board of County Commissioners
Lane County Courthouse
Eugene, Oregon 97401

Gentlemen:

Enclosed for your files is a fully executed copy of a finance construction agreement covering the Willamette River (Belt Line Road) Bridge Section of FAS 860 in Lane County.

A fully executed copy of this agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

lmr
Enclosure

cc: H. S. Cox
Attn: D. N. Harwell
(Conformed Copy)

RECEIVED
MAR 21 1967

Form CO-121
(1-1-65)
A.O. 206-20)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

SW-4(1) (7)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

6786

DATE: March 15, 1967

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project I-5-4(54)197, Belt Line Road Interchange Section
Pacific Power and Light Company Utility Adjustment

Our memorandum dated August 10, 1966 approved the P.S. & E. documents for the physical construction phase of the subject project. Subsequently it was found that the subject utility's facility will be in conflict with the proposed highway construction.

We hereby approve the proposed agreement as evidenced by the subject utility's letter dated January 18, 1967, as well as the plans and estimate furnished therewith and transmitted with Mr. Litchfield's letter dated February 21, 1967. Approval of the final agreement is withheld pending inclusion of the required statements in a letter to the utility.

Our program memorandum dated August 10, 1966 authorized you to proceed with preparatory work for all utility adjustments, to be included in the construction phase of the subject project, effective on that date. You are now authorized to proceed with actual adjustments for the above-mentioned utility effective on this date. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4 dated October 15, 1966.

Young & Litchfield
3-17-67

NOTED
F. B. KLABITF

RECEIVED
MAR 16 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: County and City Division

RECEIVED
MAR 14 1967
ENGINEER
COUNTY & CITY DIVISION

SUBJECT: Federal Aid Project No. S-441(7)

Highway No. FAS 860

Project Name Willamette River (Belt Line Road) Bridge

Gentlemen:

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that: (check one)

☒ There has been no displacement of persons from residences, farms, or businesses; or

☐ All displaced persons have been tendered all assistance possible and given all available information to assist in re-establishment in residence, farm, or business.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Dated at Eugene, Oregon, this 8 day of March, 1967.

LANE County

Frank O. Elliott
Chairman

Kenneth Nielsen
Commissioner

Jon Ives
Commissioner

Copy to John Oaks
3/14/67
AK

NOTED
HAROLD REYNOLDSON

(11/29/66)

NOTED
RICHARD UNREIN

(12-7-66 150)

NOTED
DON HARWELL

2-21-67

LANE COUNTY
PROPOSED PROJECT (1967 Funds) Revision

FAS 860, Belt Line Road-Willamette River Bridge, grading and structure, 0.117 mile, ~~$602,000~~ (Originally approved July 1966--$480,000)

This structure will parallel the existing bridge which was built under an FAS contract in 1960. Traffic has increased to such an extent on this route that four lanes are now required. The present bridge will carry the west bound traffic and the new structure will carry the east bound traffic. The approaches to the structure are now to be part of the contract. Lane County has provided the vicinity map.

HIWAY COMMISSION
APPROVED ON
MAR 14 1967

RECEIVED
FEB 20 1967
FOR FILES
SM-441 (7)
6986

February 17, 1967

Robert W. Schoning
State Fisheries Director
Fish Commission of Oregon
307 State Office Building
Portland, Oregon 97201

Dear Mr. Schoning:

Re: Willamette River Bridge
Eugene-Springfield Highway
Lane County
Bridge No. 8966

Willamette R. Br. (Beltline)
Beltline Road FAS 860
Lane County
Bridge No. 8698A

In reply to letters written on January 31, 1967, by Donal J. Lane, Executive Secretary of the State Water Resources Board, regarding the subject bridges wherein it is stated that, "The Fish Commission had no objection as long as the highway contracts include provisions to keep siltation of the river to a minimum and that contaminates such as oil and concrete be kept out of the stream."

We would like to assure you that the Highway Department has taken care of these conditions in our Standard Specifications for Highway Construction, 1964 edition, section 7-1.2, Protection of Fish and Shell Fish; which states in part —— "the following conditions, among others, are to be so avoided and minimized: underwater blasting, release of petroleum products or chemicals in the water, disturbance of spawning beds, obstruction of stream channels, and silting or sedimentation of water. The contractor is expected to inform himself of the conditions subject to regulation by the above Commissions and he shall conduct his operations in a manner not inconsistent with such regulations." —— As you will note from the above quotation, we are taking care of the conditions which the Fish Commission is most interested in.

NOTED
T. C. ROAKE

Robert W. Schoning -2- February 17, 1967

It is planned to call for bids for the construction of the subject bridges on March 23, 1967. We would appreciate your expediting your answer to the Corps of Engineers in order that War Department permits may be issued for the construction of these bridges.

Very truly yours,

Tom Edwards
Assistant State Highway Engineer

TCE:jf

cc: Donal J. Lane, Executive Secretary
State Water Resources Board
500 Public Service Bldg.
Salem, Oregon

George E. Hyde, Chief
Navigation Division
District Engineer
Corps of Engineers
U. S. Army
628 Pittock Block
Portland, Oregon 97205

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant

69x6

WILLIAM L. JESS, VICE CHAIRMAN
EAGLE POINT
EMERY N. CASTLE
CORVALLIS
JOHN D. DAVIS
STAYTON
LOUIS H. FOOTE
FOREST GROVE
MRS. W. D. HAGENSTEIN
PORTLAND
KARL W. ONTHANK
EUGENE

STATE OF OREGON
STATE WATER RESOURCES BOARD
500 PUBLIC SERVICE BUILDING
SALEM 97310

January 31, 1967

District Engineer
Corps of Engineers
U. S. Army
Portland District
628 Pittock Block
Portland, Oregon 97205

Att: George E. Hyde, Chief
Navigation Division

Eugene Bridges

Dear Sir:

In response to receipt of Public Notice 66-142, 1507-21 (Willamette R.-Bridges)-14, dated 23 December 1966, nine (9) agencies, State of Oregon, replied showing no comments or objections.

The Fish Commission of Oregon had no objection as long as the Highway Department's contracts include provisions to keep siltation of the river to a minimum and that contaminants such as oil and concrete be kept out of the stream.

Sincerely yours,

Donel J. Lane

Donel J. Lane
Executive Secretary

DJL/vs
cc: Fish Commission of Oregon

LASELLE E. COLES, CHAIRMAN
PRINEVILLE
WILLIAM L. JESS, VICE CHAIRMAN
EAGLE POINT
EMERY N. CASTLE
CORVALLIS
JOHN D. DAVIS
STAYTON
LOUIS H. FOOTE
FOREST GROVE
MRS. W. D. HAGENSTEIN
PORTLAND
KARL W. ONTHANK
EUGENE

STATE OF OREGON
STATE WATER RESOURCES BOARD
500 PUBLIC SERVICE BUILDING
SALEM 97310

January 31, 1967

Eugene

District Engineer
Corps of Engineers
U. S. Army
Portland District
628 Pittock Block
Portland, Oregon 97205

Att: George E. Hyde, Chief
Navigation Division

Dear Sir:

In response to receipt of Public Notice 66-143, NPP 285/70a (Willamette R.-Bridges)-11, dated 23 December 1966, nine (9) agencies, State of Oregon, replied showing no comments or objections.

The Fish Commission of Oregon had no objection as long as the Highway Department's contracts include provisions to keep siltation of the river to a minimum and that contaminants such as oil and concrete be kept out of the stream.

Sincerely yours,

Donel J. Lane

Donel J. Lane
Executive Secretary

DJL/vs
cc: Fish Commission of Oregon

UNITED STATES
DEPARTMENT OF THE INTERIOR
FISH AND WILDLIFE SERVICE
BUREAU OF SPORT FISHERIES AND WILDLIFE

Division of River Basin Studies
Portland Area Office
710 NE Holladay Street
Portland, Oregon 97232

ND

Reference: RBS

January 3, 1967

District Engineer
Portland District, Corps of Engineers
628 Pittock Block
Portland, Oregon 97205

Dear Sir:

These are our comments on your Public Notices 66-142 and 66-143 dated December 23 concerning applications by the Oregon State Highway Department to plan for bridges across the Willamette River at Eugene.

The bridge drawings accompanying the Public Notices show a number of piers to be constructed in the river. To avoid fish damages, we recommended that the construction agency be urged to take all precautions to avoid siltation and contamination of the river by cement on other materials.

The proposed work would not significantly affect wildlife resources.

Comments on fish resources were provided by the Bureau of Commercial Fisheries.

Sincerely yours,

Edwin F. Roby

Edwin F. Roby
Acting Field Supervisor

FORM PR-48
(REV. 4-62)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

RECEIVED
JAN 11 1967
ENGINEER
COUNTY & CITY DIVISION

REQUEST FOR PROGRAM APPROVAL
(PPM 21-1)

STATE HIGHWAY DEPARTMENT	DATE
Oregon	1/9/67

BY *(Signature)*: Mr. Young's Dec. 27, 1966 letter

TITLE:

CLASS OF FEDERAL FUNDS: Secondary

SYSTEM *(Check one applicable)*: ☐ FAI ☐ FAP ☐ FAU ☒ FAS

PROGRAM SUMMARY

STAGE 1 ITEM NOS. ____ THRU ____				STAGE 2 ITEM NOS. 965 THRU 968			FEDERAL FUNDS
PROJECT CLASS	NO. OF ITEMS	LENGTH *(Miles)*	TOTAL EST. COST	NO. OF ITEMS	LENGTH *(Miles)*	TOTAL EST. COST	
HPS							
RWY-HWY							
HIGHWAY				4	0.868	725,000	435,000
TOTALS AS SUBMITTED							
TOTALS AS APPROVED				4	0.868	725,000	435,000

NOTED U.S. COX

J.N
1-37
1-38
1-39
1-40

REMARKS

Item	Project	Location
965	S-558(1)	C.O.I. Canal (Tiep Club Rd) Bridge
966	S-557(1)	Wolf Hollow (Rock Creek) Bridge
967	SU-441(7)	Willamette R. (Salt Line Rd) Bridge
968	SU-288(3)	Elm St.-17th St. (McMinnville)

RECOMMENDED

DATE:

SIGNATURE:

TITLE:

EXCEPTIONS AND REMARKS *(Use additional sheets if required)*

1-9-67

APPROVED

DATE: 1/9/67

SIGNATURE: T. Dec

TITLE: Engineering Coordinator

EXCEPTIONS AND REMARKS *(Use additional sheets if required)*

Item 967 - Please note project number change. This project is considered as satisfactorily complying with paragraph B-2 of IM 50-2-65.

Item 968 - Execution of the project agreement shall be subject to our receipt of a satisfactory city agreement.

You are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above projects in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for these projects are lower than the minimum design standards as approved March 23, 1966, this office should be notified of such proposed exceptions and reason thereof.

PREVIOUS EDITIONS OF THIS FORM MAY BE USED

USCOMM-DC 41160-P62

RECEIVED
JAN 11 1967
ENGINEER
COUNTY & CITY DIVISION

MONTHLY TRANSACTION NO. 1-39

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PE (PPM 2

	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR
CARD 2	1 (19) (20)	Co.Rd. Willamette River 2.0 Mi. N. of Eugene 21 65	ADT	8,300	30,600* (66) (70) (71)	86

	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH
CARD 3	Grade, Drain, One RCDG Bridge 28 62	(63) (65)	(66) (68)	(69)	(70)	(71)	A-2 (72) (73)	(74)

	CLASS OF FEDERAL FUNDS	COUNTY NAME
CARD 4	Secondary	Lane
	NAME OF URBAN AREA 17-31 Eugene 161	ROUTE NO. S / FEDERAL-AID 860

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT CO: TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (7
5					PE		Co.Rd. Willamette River 2.0 Mi. N. of Eugene /Willamette R. (Belt Line Rd.) Bridge/			
5					ROW					
5	30			3	CONST (CODE) X021	(49)		0.136	490,000	294,000
							PROJECT TOTALS	0.136	490,000	294,000

CARD 1	CODE 1	PREPARED BY		
1	14	PROGRAM APPROVAL DATES	(16) (23)	(24) (3

PLANNING DIVISION
JAN 1 1967

CEIVED
JAN 11 1967
ENGINEER
Y & CITY DIVISION

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
	ADT	8,300	30,600*	86	08	Oregon	35	022	967

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only: POST MI.	DESIG.
			A-2		S	441(7)			

COUNTY NAME: Lane — CODE: 039

ROUTE NO. S — FEDERAL-AID: 860 — STATE: Co.Rd. — U.S.

PROGRAM STAGE: [ ] 1 OR [X] 2

MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
					Grade and Drain (0.021 mi.) One RCDG bridge, length 620', H.C. 30'. To provide with existing bridge and roadway an ultimate 4-lane facility.
0.136	490,000	294,000	98,000	98,000 (Co.)	ROW - 170' minimum; Access Control-none; Parking Restrictions-none.
0.136	490,000	294,000	98,000	98,000 (Co.)	

REMARKS

Relocation Assistance - None involved.
Additional Data - Item 666, Project S-441(1)
*From Eugene-Springfield Transportation Study.

USCOMM DUSCOMM-DC 48808-P81

WILLAMETTE R. (BELT LINE RD.) BRIDGE

PROJECT S-441(7)

Existing Facilities

One structure, RCDG. Length 620', H.C. 30'. (Bridge #8638). Approaches, two 12' lanes H.T. pavement with 6' shoulders. A parallel and adjacent section, which is graded and drained, will provide for two 12' lanes H.T. pavement with 10' shoulders which with the proposed structure will provide additional 2 lanes for an ultimate 4-lane facility.

Adjacent Sections

East End: Two 12' lanes H.T. pavement with 6' shoulders. Also parallel and adjacent is a section described above.

West End: Same as east end.

Note: These two adjacent sections making up four 12' lanes, 6' and 10' shoulders, with 16' median will ultimately provide for a 4-lane facility.

Project Data

Grade and drain (0.021 mi.), concrete retaining wall and one bridge RCDG, length 620', H.C. 32' over highway and waterway. County will construct the rock base and two 12' lanes, H.T. pavement with 10' shoulders.

Note: These two bridges will ultimately provide a 4-lane facility.

Right of Way:	170' Minimum
Access Control:	None
RR Xing:	None
Minimum Design Standards:	No exceptions
System Action:	Completed
Public Hearing:	None required
Unusual or Complicated Situations:	None
Route Data:	See S-441(1)

NOTED
MAINOR C. HOLMES

NOTED
P. B. Arensmeier

1-3-67

NOTED
H. S. COX

NOTED
RICHARD UNREIN

MEMO TO THE FILES
(See program for December 21, 1966)

Willamette River (Belt Line Road) Bridge
FAS 860, Lane County

At the request of the County the approaches for the above bridge project were added. The combined length of the approaches is 100 feet, which makes the total length of the project 0.17 mile. There also will be 60' of 18" pipe placed during the construction of the approaches. These items will increase the estimated total cost of the project to $490,000 which is separated as follows:

TOTAL	FEDERAL	STATE	COUNTY
$490,000	$294,000	$98,000	$98,000

The County will do the surfacing and paving.

NOTED
HAROLD
REYNOLDSON

Harold Reynoldson
Planning Engineer
County and City Division

cc: Dick Chase

HR:nr
~~1/3/66~~
1/3/67

NOTED
R. H. PRANGE

NOTED
DON HARWELL

12/23/66
(date)

FEB #11

Mr. G. K. Attig, Director
~~Lane~~ County Public Works Department
Highway Division
P. O. Box 3156
Eugene, Oregon

NOTED
MAINOR C. HOLMES

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310). Retain the second copy for your records.

NOTED
DON HARWELL

Highway FAS 860

Section Willamette River Bridge: Structure FAS-C

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

RECEIVED
JAN 10 1967
ENGINEER
COUNTY & CITY DIVISION

12/28/66
(date)

By Frank A. Elliott

By Kenneth Nielsen
Commissioner

By [illegible]
Commissioner

Copy to F-H Young
Attention L. Eidinger

(Supersedes 12/5/66 Memo)

MEMO TO R. N. CHASE Date December 21, 1966/ SAFETY PROJECT No

FAS 860, LANE COUNTY: Willamette River (Belt Line Rd.) Bridge SECTION

TERMINI: Willamette River approx. 1 mile east of the junction with FAS 201.
State Hwy. Log MP 2.93
Federal Hwy. Log MP 6.7

PROPOSED WORK: Structure

NOTED
H. S. COX

See memo 1/3/67

PROJECT LENGTH: 0.117 mile

COSTS:	TOTAL	FEDERAL	STATE	COUNTY	OTHER
CONSTRUCTION	$480,000	$288,000	$96,000	$96,000	

EXISTING FACILITIES: One structure, RCDG. Length 620', H.C. 30'. (Bridge #8638). Approaches, two 12' lanes H.T. pavement with 6' shoulders. A parallel and adjacent section, which is graded and drained, will provide for two 12' lanes H.T. pavement with 10' shoulders which with the proposed structure will provide additional 2 lanes for an ultimate 4-lane facility.

ADJACENT SECTIONS:
[redacted]/EAST END: Two 12' lanes H.T. pavement with 6' shoulders.
Also parallel and adjacent is a section described above.

[redacted]/WEST END: Same as east end.

NOTE: These two adjacent sections making up four 12' lanes, 6' and 10' shoulders, with 16' median will ultimately provide for a 4-lane facility.

PROJECT DATA: Construct one bridge R.C.D.G., length 620', H.C. [redacted] 32'. County will construct the approaches, two 12' lanes, H.T. pavement with 10' shoulders.

NOTE: These two bridges will ultimately provide a 4-lane facility.

RIGHT-OF-WAY: 170' minimum
ACCESS CONTROL: None

RR XING: None
MINIMUM DESIGN STANDARDS: No exceptions

NOTED
RICHARD UNREIN

SYSTEM ACTION Completed
PUBLIC HEARING: None required

UNUSUAL OR COMPLICATED SITUATIONS: None

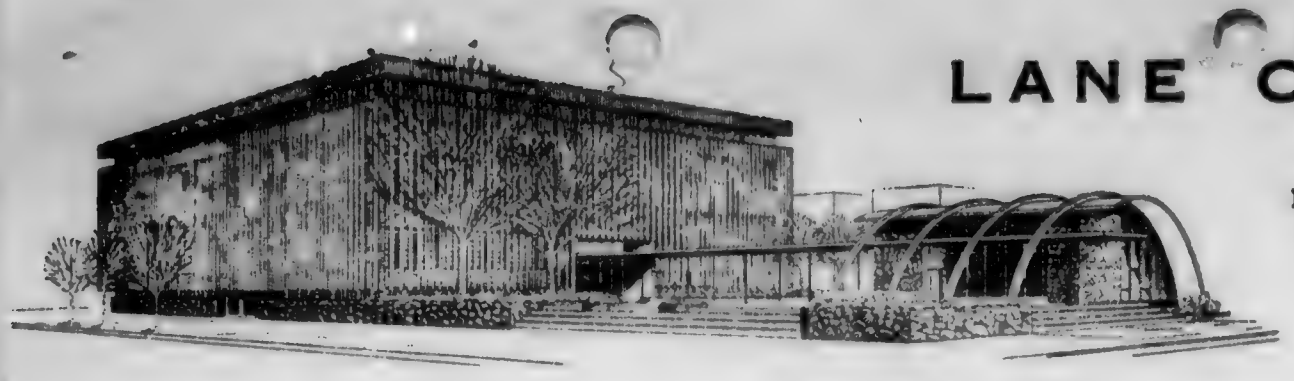
ROUTE DATA: See S-441(1)

[redacted]:mm

NOTED
HAROLD
REYNOLDSON

NOTED
R. H. PRANGE

NOTED
DON HARWELL



LANE COUNTY

DEPARTMENT OF PUBLIC WORKS
1820 Roosevelt Boulevard
P.O. Box 3156
Eugene, Oregon
Phone 688-5231

November 2, 1966

NOTED H. S. COX

NOTED RICHARD UNREIN

NOTED P. B. Arensmeier

Mr. H. S. Cox
County-City Relations Engineer
State of Oregon
State Highway Department
Salem, Oregon

Attention: Harold Reynoldson

Re: Willamette River Bridge
Beltline Road, ~~FAS 860~~
Lane County

Gentlemen:

I have reviewed the sketches which were submitted per your letter of 27 October, 1966.

In my opinion, the added cost of the 42 foot roadway structure cannot be justified for the amount of benefit derived. The handrail on the 32 foot structure should pose no traffic hazard since a median guardrail will be installed on Belt Line Road for the full length. The acceleration lanes are of adequate design for the speeds encountered on Belt Line Road.

In view of this, Lane County would prefer a twin bridge rather than a clear roadway structure.

Sincerely,

Gerald K. Attig
Director of Public Works

Copy to:- Ivan Merchant
L. R. Chandler
L. L. Wallace

GKA:ln

NOTED
R. H. PRANGE

NOTED
HAROLD
REYNOLDSON

RECEIVED
NOV 3 - 1966
ENGINEER
COUNTY & CITY DIVISION

NOTED

Gerald K. Attig, Director
John M. Clay, Assistant to the Director
Luther Freeman, Principal Engineer
Harold Williams, Office Manager
Wallace Whiteley, Maintenance Supt.
Orville Rice, Construction Supt
George Griffin, Subdivision Engineer
Ole Halderson, Bridge Superintendent
Francis Waggoner, County Surveyor

RECEIVED
OCT 20 1966

OREGON STATE HIGHWAY DEPARTMENT

FROM: L. L. Wallace, Town., Br. Div. Chief Design

SUBJECT: LANE COUNTY
FAS 980 - Willamette River Bridge
Sec 4(1)(7)

TO: D. V. Hopwell, Co-Ity Div.

DATE: 10-18-66

#6286 For your request I called Mr. John Clay, Asst. Director of Pub. Works (Lane County) re: subject matter pertaining to width of structure. Mr Clay indicated they would like comparison of costs based on 40 foot structure as to 30-32 foot. He further stated that he thought the existing (west bound) was 30 foot in width.

Please consider his request & forward the data to hqs for county's consideration as to programming this structure for FAS-C project.

Thanks
Don Hamilton
(SIGNATURE)

cc: E. Klaboe, J. A. Elmendorf

NOTED
E. B. KLABOE

PLEASE REPLY HERE

RECEIVED
OCT 19 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM OCT 19 1966 PM
7,8,9,10,11,12,1,2,3,4,5,6

CC: _____ (SIGNATURE) _____ (DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1st 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

3

RECEIVED
OCT 5 - 1966

FORM E-30X—5014—7-64 SP*6230-734

FOR FILING
Lane
Bridges
Misc

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 30, 1966

SUBJECT: Proposed project
Willamette River Bridge Section
FAS 860
Lane County

To:
H. S. Cox
County and City Engineer
O f f i c e

The schedule of contract lettings issued on September 26, 1966, indicates that the Willamette River Bridge section of FAS 860 in Lane County is scheduled for letting on February 9, 1967.

As you know, the Bureau of Public Roads has issued IM 50-2-66, stating the requirements for approval of Federal-Aid projects within urbanized areas of over 50,000 population. The above listed project has been reviewed by this office and appears to meet the requirements of paragraph B-2 of this IM. Paragraph B-2 deals with projects providing for the completion of construction for which some phase of construction has been previously authorized.

The subject section falls under Paragraph B-2 requirements, and should be so stated in the cover letter to the Bureau of Public Roads. No support data are required from the Traffic Engineering Division.

Robert E. Schroeder
Assistant Traffic Engineer

RER:mp
cc: Tom Edwards

RECEIVED
OCT 3 1966
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

FAS-C
#860
Lane Co.

NOTED
H. S. COX

NOTED
P. B. Arensmeier

NOTED
RICHARD L. REIN

MEMO TO FILES
September 30, 1966

At the request of Mr. Luther Freeman of Lane County this office is requesting that a permanent traffic counting device be installed on the proposed WILLAMETTE RIVER BRIDGE SECTION, FAS 860. This project is presently scheduled for February 9, 1967.

Under present proposal this traffic counter would be programed in the FAS-C project for an amount of $3,000 as an add-item. Actual installation of the device would be done by State forces and billed to the project. At the present time no spec's have been written for this type of installation by contractors so it is felt that State installation is most appropriate.

Success of this proposal is dependent upon programing with the B.P.R.

Si Cox
Si Cox
County and City Engineer

HSC:mm

9-30-66

Copies to Dick Chase.
Ivan Merchant.
Virgil O'Neil.
L.E. George.

NOTED
HAROLD
REYNOLDSON

NOTED
R. H. PRANGE

NOTED
DON HARWELL

7-6-66

LANE COUNTY
PROPOSED PROJECT (1967 Funds)

FAS 860, Belt Line Road, Willamette River Bridge, $480,000.

This structure will parallel the existing bridge which was built under an FAS contract in 1960. Traffic has increased to such an extent on this route that four lanes are now required. The present bridge will carry west bound traffic and the new structure will carry the east bound traffic. Lane County has provided the vicinity map and will construct the approaches.

66-d
7/6/66

HIWAY COMMISSION
APPROVED ON
JUL 14 1966

6986

BRIDGE PROJECT REQUESTED BY Lane COUNTY Date June 24, 1966

Is this to be a County project? ___Yes x No
Is this to be an FAS-C project? x Yes ___No

NOTE: For County Road projects, County is required to pay for all items marked with an asterisk.

For FAS projects omit questions marked with an asterisk.

1. County Road Name Belt Line (River Road-Coburg Road Section)

   FAS Number 860

2. Name of river or stream Willamette

3. Name of bridge Belt Line Overcrossing - Willamette River

4. Location (Please attach map with location marked):

   Section 18 Township 17South Range 3 West W.M.

5. Desired width of bridge (Width of traveled way on FAS structures shall be 32' unless specified otherwise by County): 32' Roadway

6. Are sidewalks desired? ___Yes x No

7. Width of sidewalks -

8. Is sidewalk desired on upstream side of bridge? ___Yes x No

9. Is sidewalk desired on downstream side of bridge? ___Yes x No

10. Does County wish a particular type of bridge design? x Yes ___No

    If "Yes," explain type desired: Prefer to match existing parallel structure

11. Will County furnish any materials for bridge? ___Yes x No

    Explain: _____

*12. Does County wish State Highway Department to run survey and prepare vicinity map at County expense? ___Yes x No

13. Will County run survey and furnish vicinity map? x Yes ___No

14. Will County furnish foundation data? ___Yes x No

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JUL 14 1966
ENGINEER
COUNTY & CITY DIVISION

(ccr-61-a, Rev. 1966)

*15. Does County wish State Highway Department to make foundation tests at County expense? x Yes ___No

16. Can road be closed during construction? ___Yes ___No none

17. Will detour be required? ___Yes x No

18. Will detour be constructed and maintained by County? ___Yes x No

19. Will detour be constructed and maintained by contractor? ___Yes x No

20. Will County construct approaches or connections? x Yes ___No

21. Will contractor construct approaches or connections under contract? ___Yes x No

22. State width of traveled roadway: 24' Width of shoulders: 8'

23. Will additional right-of-way be required? ___Yes x No
NOTE: Right-of-way costs must be paid by County.

24. Will additional right-of-way be acquired by deed ___, resolution___? None

25. Does County wish State to prepare option forms for County's use in acquiring right-of-way? ___Yes x No

26. Will old bridge remain in place? ___Yes ___No None

27. Will old bridge be removed by contractor? ___Yes ___No None

28. Will old bridge be removed by County? ___Yes ___No None

29. Does County wish old bridge salvaged for future use? ___Yes ___No None

*30. If project is County bridge, does County wish State Highway Department to furnish construction engineering and inspection at County expense?

x Yes ___No

31. Does County wish State Highway Department to advertise and accept bids?

x Yes ___No (If County project, bids must be referred to County for County to award contract.)

32. Does County wish lightpost bases and conduit installed? ___Yes x No

33. Does County wish complete job of illumination in project? ___Yes x No

34. Will any of the following utilities be attached to this structure?

(a) Water mains: ___Yes x No Size_____

(b) Sanitary sewer mains: ___Yes x No Size_____

(c) Storm sewer: ___Yes x No Size_____

(d) Gas mains: ___Yes x No Size_____

(e) Power lines: ___Yes x No

(f) Telephone lines: ___Yes x No

(g) Other utilities? 6" & 12" utility holes each side

35. What is desired date for letting? December, 1966

Remarks Attention is drawn to the design and construction of a retaining wall at westerly approach and any and all related work needed for its construction.

By_____
County Judge or Comm. Chairman

By_____
County Commissioner

By_____
County Commissioner

By_____
County Engineer or Roadmaster

COUNTY_____

Date_____

MONTHLY TRANSACTION NO. 9-13

DATE SUBMITTED TO W. O. SEP 1 1965

FORM PR-1 (REV. 4-61)

RECEIVED
SEP - 1 1965
ENGINEER
COUNTY & CITY DIVISION

FEDERAL-AID PR
(PPM 2

CARD 2	REPORT NUMBER (19)(20) 1	PROJECT LOCATION (45 typewriter spaces) 21 65 Co. Rd. approx. 3 mi. N. of Eugene at Jc. FAS 860 & 862					ADT	PRESENT 8,500	FUTURE (66) 17,000	(70)	YEAR (71) 85		
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 25 62 R.C.D.G. Bridge		NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) A-2	(73)	PL. AUTH (74)			
CARD 4	CLASS OF FEDERAL FUNDS Secondary							COUNTY NAME Lane					
	NAME OF URBAN AREA 17-31							ROUTE NO. S	FEDERAL-AID 860				

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT C: TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54)(58)	(59) (66)	(67)
5	15 9-1-65				PE		Co. Rd. approx. 3 mi. N. of Eugene at Jc. FAS 860 & 862			
5					ROW		(Willamette River Overflow Bridge)			
5	30		3		CONST (CODE) X020	3		0.027	94,000	56,400
							PROJECT TOTALS	0.027	94,000	56,400

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES SEP 1 1965

B.P.R. OREGON DIVISION

RECEIVED
SEP - 1 1965
ENGINEER
COUNTY & CITY DIVISION

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
t Jc.	ADT	8,500	17,000	85	08	Oregon	35	022	940
(65)			(69) (70)	(71) (72)			(2) (3)	(4) (9)	(14) (18)

SUFV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I Projects Only POST MI.	DESIG.
(68)	(69)	(70) (71)	A-2 (72) (73)	(74) (75)	S 14 23	441(5) 7 13		(24) (26)	27

COUNTY NAME: Lane — CODE: 039 (14) (15)

ROUTE NO.	FEDERAL-AID	STATE	U.S.	PROGRAM STAGE
S	860	(32) Co. Rd. (36) (37)	(41)	[ ] 1 OR [X] 2

MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
(54) (58)	(59) (66)	(67) (76)			
					Const. RCDG Bridge, length 140' HC 53' to 95'. (To provide with existing str. for ultimate 4 lane facility. County to const. road approaches.)
0.027	94,000	56,400	18,800	18,800 (Co.)	ROW - 110' min.; access control - none
0.027	94,000	56,400	18,800	18,800 (Co.)	
(16)	(23)	(24) (33)			

REMARKS

Assistance to displaced persons - none involved
This project to be contracted in combination with Project No. ER-133(1) contract for slope protection on FAS 862.

USCOMM DUSCOMM-DC 48905-P61

WILLAMETTE RIVER OVERFLOW BRIDGE

PROJECT NO. S-441(5)

EXISTING FACILITIES: One Concrete Slab Bridge (No. 8704) length 80' H.C. 40' constructed under Project S-441(1).

ADJACENT SECTIONS:
WEST END: FAS 860: Four 12 lanes H.T. Pave., 10' R & 6' L shoulders with 16' median.

EAST END: FAS 860: Four 12 lanes H.T. Pave., 10' R & 6' L shoulders with 16' median.

PROJECT DATA: Construct a reinforced concrete bridge 140 feet long on FAS 860 and 155 feet long on the FAS 862 connection. Widths are flared from 53 feet on the west end to 95 feet on the easterly end. Structure will carry the eastbound lanes on FAS 860 and connect to the southbound lanes on FAS 862. The existing structure will carry the westbound traffic on FAS 860. The two bridges to provide for ultimate 4 lane facility.

RIGHT OF WAY: Minimum 110 feet.
ACCESS CONTROL: None.

RR XING: None.
MINIMUM DESIGN STANDARDS: No exceptions.

SYSTEM ACTION None Required.
PUBLIC HEARING: None Required.

UNUSUAL OR COMPLICATED SITUATIONS: None.

ROUTE DATA: See S-441(1)

[redacted]

AUG 8 1967

FOR FILING

21-3321
1987

August 7, 1967

St. Paul Fire & Marine Ins. Co.
Portland Branch Office
1500 N. E. Irving Street
Portland, Oregon 97232

20-8321 Richardson-Fern Ridge State Park Rock Prod. Proj. on Florence-Eugene Hwy. 1967

#6987

RECEIVED
AUG 8 1967
FOR FILING

20-8321

6987

August 7, 1967

St. Paul Fire & Marine Ins. Co.
Portland Branch Office
1500 N. E. Irving Street
Portland, Oregon 97232

Gentlemen:

Contract No. 6987 awarded to McKenzie Road & Driveway Co. for rock production on the Richardson-Fern Ridge State Park Section of the Florence-Eugene Highway in Lane County was completed on July 14, 1967, and accepted by the Highway Commission on August 4, 1967.

Final payment in the amount of $2,801.35 will be released to the contractor after August 14, 1967. The total contract amount is $54,727.22 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

cc McKenzie Road & Driveway Co.
3600 County Farm Road
Eugene, Oregon 97401

Tromp & McKinley Agency
260 11th Avenue East
Eugene, Oregon

bc L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
AUG 7 1967
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20-8321
6787

August 4, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed July 14, 1967, on Contract No. 6987. The contract was with McKenzie Road and Driveway Company and was for rock production on the Richardson-Fern Ridge State Park Section of the Florence-Eugene Highway in Lane County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective August 4, 1967, and that you concur in this procedure at the Commission meeting on August 29.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
L. R. Chandler

SRB:cp

20-8321 C

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Richardson Fern Ridge State Park Rock Production		WEEK ENDING: July 21, 1967
		SECTION PREFIX: 20-8321
HIGHWAY: Eugene - Florence		COUNTY: Lane
NAME OF JOB: Richardson Fern Ridge State Park	KIND OF WORK: Rock Production	
CONTRACTOR: McKenzie Road & Driveway Co.	CONTRACT NUMBER: 6987	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: April 3, 1967	DATE WORK STARTED: May 17, 1967	ESTIMATED COMPLETION DATE: July 31, 1967
AVERAGE FORCE ON PROJECT FOR THE WEEK: 0	SPECIFIED WORK DAYS	WORK DAYS USED
MEN: 0 SUPERVISION: 0	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: July 31,1967	PERCENT OF TIME ELAPSED: 90.8
PROJECT AUTHORIZATION: $ 62,962.87		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100 ~~95.8~~
EXCLUSIVE OF ENGINEERING: $ 58,485.51	ENGINEERING AUTHORIZATION $ 4,477.36	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 55,911.95	ENGINEERING COST TO DATE $ 3,095.27	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 89.0
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 4.4 %	PERCENT OF AUTHORIZATION 69.1%	DATE PROJECT WAS COMPLETED: July 14, 1967

ESTIMATED PERCENT COMPLETE (ROADWORK) 3/4"-1/2" 1/2"-1/4" 1/4"-0 1/2"-0

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,100 C.Y.	3,000 C.Y.	9,500 C.Y.	1,400 C.Y.	
TOTAL QUANTITIES CORRECTED TO DATE	1,236.7	2,762.8	9,442.5	1,571.7	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1,236.7	2,762.8	9,442.5	1,571.7	
AVERAGE DAILY QUANTITIES	-0-	-0-	-0-	-0-	
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	-0-	-0-	-0-	-0-	
NUMBER OF SHIFTS PER DAY	-0-	-0-	-0-	-0-	
HOURS PER SHIFT	-0-	-0-	-0-	-0-	

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.							
PERCENT							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Fair			
TUESDAY	Fair			
WEDNESDAY	Fair			
THURSDAY	Fair			
FRIDAY	Fair			
SATURDAY				

Routing
Morgan — Press
Docker — Morelock
Bond — Trout
Barbee — Scott
Walker — Wilk
Glenn — Litchfield
Swan — Olson

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JUL 21 1967
CONSTRUCTION DIVISION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No activity by contractor.
TUESDAY	No activity by contractor.
WEDNESDAY	No activity by contractor.
THURSDAY	No activity by contractor.
FRIDAY	Contractor finished clean-up of project and removal of equipment.
SATURDAY	

REMARKS

Mr. Carl Williams, Assistant Division Engineer, made a final inspection trip on Wednesday July 19, 1967.
Semi-Final Estimate submitted Friday July 21, 1967 to Division Office.

SIGNED James E. Chaney LOCATION Eugene, Oregon

James E. Chaney, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

RECEIVED
APR 5 - 1967
FOR FILING
20-8321
6987

April 4, 1967

McKenzie Road & Driveway Co.
3600 County Farm Road
Eugene, Oregon 97401

Gentlemen:

Enclosed are three copies of Contract No. 6987 for $55,967.00 awarded to you by the State Highway Commission on April 3, 1967. The contract is for rock production on the Richardson-Fern Ridge State Park Section of the Florence-Eugene Highway in Lane County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is July 31, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Enclosures
bc Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)
L. R. Chandler
James Chaney
David Talbot

STATE OF OREGON

Microfilmed Public Record

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Oregon Department of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: By Contract Number

Index:

INDEXING: Begins with: Contract # 6955 Ends with: Contract # 6987

FLASH CARDS: Begin Each Contract

Remarks: #6955 continues from reel 131

Reel No. 132 Reduction Ration 21:1 Project No.

Camera: Name Bell & Howell Model File Master Film Recordak AHU MICROFILM 1460

CAMERA OPERATOR'S CERTIFICATE

I certify that I have on this 11th day of May, 1981 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file, with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that sample of film processed by this Service are periodically tested.

Signature Silvia Storm